The Hong Kong Daily Press.

No. 7139 號十三百壹千七第 日壹十月九年辰庚緒光 HONGKONG, THURSDAY, OCTOBER 14TH, 1880. 四拜禮 號四十月十英 港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

October 13, YANGTSZE, British steamer, 782, Schultze, Canton 12th October, General.—SIEMSSEN & Co.

October 13, NAMOA, British steamer, 862, Westoby, Foochow 10th October, Amoy 11th, and Swatow 12th, General.—D. LAPRAIK & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

OCTOBER 13TH.

Esmeralda, British steamer, for Haiphong.

Yangtsze, British steamer, for Shanghai.

Diamante, British steamer, for Manila.

Elcano, Spanish steamer, for Manila.

Canton, Siamese ship, for Bangkok.

Avoca, British steamer, for Singapore, &c.

DEPARTURES.

October 13, DOUGLAS, British str., for East Coast.

October 13, LOTA, British bark, for Keelung.

October 13, CHEN-TO, Chinese gunboat, for Canton.

October 13, IRAOUADDY, French steamer, for Saigon and Marseilles.

October 13, ELCANO, Spanish steamer, for Manila.

October 13, TANAIS, French steamer, for Yokohama.

October 13, AVOCA, Brit. str., for Singapore.

PASSENGERS

ARRIVED.

Per *Namoa*, str., from East Coast.—Miss Noyes, Miss Ricketts, Messrs. Lang, Da Luz, 2 Europeans, and 320 Chinese, deck.

DEPARTED.

Per *Iraouaddy*, str., for Saigon and Marseilles.—From Hongkong for Saigon.—19 Chinese. From Hongkong for Singapore.—Messrs. D. da Costa and Chinese assistant, Courtieure, Legros, Esufaly, and Ed. Francas, and 8 Chinese. From Hongkong for Marseilles.—Mr. P. H. Emanuel. From Shanghai for Saigon.—Mr. Feuillerat André. From Shanghai for Suez.—Mr. Patchiskoff. From Shanghai for Naples.—M. Bochunchoff. From Shanghai for Marseilles.—Mr. E. A Kesney. From Yokohama for Marseilles.—Mr. and Mrs. Wylde, and Mr. Ho.

TO DEPART.

Per *Yangtsze*, str., for Shanghai.—40 Chinese.

Per *Diamante*, str., for Manila.—4 Europeans and 150 Chinese.

Per *Avoca*, str., for Singapore.—401 Chinese.

REPORTS.

The British steamship *Namoa* reports left Foochow on the 9th instant. Experienced fresh N.E. breeze and heavy sea; arrived in Amoy on the 11th. From Amoy to Swatow light variable winds and fine weather; arrived in Swatow on the 12th, and left again on the same evening for Hongkong. Experienced strong N.E. winds and heavy sea. Passed a blue funnel steamer off Turnabout on the 10th. In Foochow H.M.S. *Sheldrake* and the steamship *Benledi*. In Amoy H.M.S. *Swinger*, and the steamships *Hungarian*, *Jorge Juan*, and *Escambia*. In Swatow the steamships *Hin-shing* and *Bombay*.

AMOY SHIPPING.

October— ARRIVALS.

6, Lokien, British steamer, from Tamsui.
6, Namoa, British steamer, from Hongkong.
6, Douglas, British steamer, from Foochow.
6, Albay, British steamer, from Taiwanfoo.
6, Lee-yuen, Chinese steamer, from Swatow.
6, Hei-chong, British bark, put back.
6, Balthasar, German sch., from Newchwang.
8, Diomed, British steamer, from Hongkong.
9, Hungarian, British str., from Shanghai.

October— DEPARTURES.

6, Benedicta, German schooner, for Foochow.
6, El v. Beaulieu, Ger. bark, for Newchwang.
6, Haiboong, British steamer, for Tamsui.
6, Namoa, British steamer, for Foochow.
6, Douglas, British steamer, for Hongkong.
7, Albay, British steamer, for Hongkong.
7, Fokien, British steamer, for Hongkong.
7, Lee-yuen, Chinese steamer, for Shanghai.
8, Chloris, German bark, for Newchwang.

FOOCHOW SHIPPING.

October— ARRIVALS.

3, Peter, German schooner, from Amoy.
4, Ajax, British steamer, from Shanghai.
4, Russia, Russian steamer, from Shanghai.
7, Hae-san, Chinese steamer, from Shanghai.
7, Namoa, British steamer, from Hongkong.

October— DEPARTURES.

3, Barcelona, German steamer, for London.
3, Swatow, British steamer, for Tientsin.
5, Douglas, British steamer, for Hongkong.
6, Ajax, British steamer, for London.
8, Russia, Russian steamer, for London.
8, Europe, British steamer, for Shanghai.

NINGPO SHIPPING.

September— ARRIVALS.

11, Amoy, British steamer, from Hongkong.
11, Mosquito, British gunboat, from Shanghai.
20, Kiung-chow, British str., from Shanghai.
30, Tan-sin, British steamer, from Shanghai.
30, Kiang-teen, Chinese str., from Shanghai.

October—

4, China, German steamer, from Hongkong.

September— DEPARTURES.

12, Amoy, British steamer, for Shanghai.

October—

5, China, German steamer, for Shanghai.

SINGAPORE SHIPPING.

September— ARRIVALS.

30, Egeron, Dutch steamer, from Bangkok.

October—

1, Yangtsé, French steamer, from Marseilles.
1, Laertes, British steamer, from Hongkong.
1, Salvadora, Spanish steamer, from Manila.
1, Gleneagles, British steamer, from London.
1, Glencoe, British steamer, from Amoy.
1, Loudoun Castle, Brit. str., from Foochow.

September— DEPARTURES.

27, Lennox Castle, Brit. bark, for Liverpool.
30, Ban Y. Seng, British str., for Bangkok.
30, Paknam, British steamer, for Bangkok.
30, Pearl, British steamer, for Saigon.
30, Baron Mackay, Dutch str., for Macassar.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice.)

Francisco	Swatow	Aug.	2
Hazel Holme	Formosa	Aug.	2
Teucer (s.)	China Ports	Aug.	4
Santa Rosa	Manila	Aug.	7
Orient	Formosa	Aug.	8
Malabar (s.)	Hankow	Aug.	12
Anchises (s.)	China Ports	Aug.	12
Tibre (s.)	Hankow	Aug.	14
Gwalior (s.)	Shanghai	Aug.	14
Glenorchy (s.)	Shanghai	Aug.	16
Electra (s.)	China Ports	Aug.	20
Glenroy (s.)	Foochow	Aug.	21
Lydia	Swatow	Aug.	23
Menelaus (s.)	China Ports	Aug.	24
Centurion	Swatow	Aug.	24
Galley of Lorne (s.)	Hankow	Aug.	25

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Orion	Cardiff	May	31
Vale of Doon	Antwerp	June	5
Dr. Petermann	Cardiff	June	10
Eldbridge	London	June	15
Valparaiso	Cardiff	June	16
Gold Hunter	Cardiff	June	21
Hotspur	Hamburg	June	22
Importer	Penarth	June	28
Adolph	Hamburg	July	2
Weser	Penarth	July	5
Belle of Oregon	Cardiff	July	5
Solidor	Cardiff	July	14
Charlton (s.)	London	July	17
Urania	Cardiff	Aug.	15
John Nicholson	London	Aug.	19
Ava (s.)	Marseilles	Sept.	19

AUCTION SALES TO-DAY.

None.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated 7th and 18th March, 1848.

Recognised by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP .... £3,200,000.
RESERVE FUND .... £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:

LONDON, BOURBON, SAN FRANCISCO,
MARSEILLES, BOMBAY, HONGKONG,
LYONS, CALCUTTA, HANKOW,
NANTES, SHANGHAI, FOOCHOW,
MELBOURNE.

LONDON BANKERS:

THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.

20th May, 1879. [10

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL .... £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, 4th September, 1879. [12

NATIONAL BANK OF INDIA, LIMITED.

In accordance with instructions received from the Board of Directors, the HONGKONG BRANCH of this BANK will be CLOSED, on the 30th September. Messrs. TURNER & Co. will act as the BANK'S AGENTS at this Port.

R. HORNE BOYD,
Acting Manager.

Hongkong, 22nd September, 1880. [1527

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL .... £800,000.
RESERVE FUND .... £190,000.

Bankers.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 °/ₒ PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.

FOR 3 MONTHS, 3 °/ₒ PER ANNUM.
FOR 6 MONTHS, 4 °/ₒ PER ANNUM.
FOR 12 MONTHS, 5 °/ₒ PER ANNUM.

WILLIAM FORREST,
Manager.

Hongkong, 10th May, 1880. [968

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ......5,000,000 of Dollars.
RESERVE FUND ....1,600,000 of Dollars.

COURT OF DIRECTORS:—

Chairman—The Hon. W. KESWICK.
Deputy Chairman—A. MCIVER, Esq.

Adolf André, Esq. | H. Hoppius, Esq.
E. R. Belilios, Esq. | F. D. Sassoon, Esq.
H. L. Dalrymple, Esq. | W. S. Young, Esq.
H. de Courcy Forbes, Esq.

CHIEF MANAGER.

Hongkong—THOMAS JACKSON, Esq.

MANAGER.

Shanghai—EWEN CAMERON, Esq.

LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—

For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation.
No. 1, Queen's Road East,
Hongkong, 16th August, 1880. 9]

DENTAL NOTICE.

DR. ROGERS, now on a visit to Shanghai, will return to Hongkong early in the winter as usual.

Hongkong, 1st April, 1880. [182

"JAPAN GAZETTE," YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.

Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

NOTICE.

THE Undersigned Firm has been established in Hongkong for more than THIRTY YEARS, and has never had a branch establishment anywhere. All Orders for Goods have been executed under our own supervision and the best of materials used.

We have always enjoyed the patronage and confidence of the Gentry and Merchants of Hongkong and Ports near and far, but now we are afraid that as another firm has lately been started having a SIMILAR HONG NAME, our Customers may be misled and induced to think it is identical with ours.

Accordingly we give notice that we have NO CONNECTION WITH ANY OTHER FIRM, and respectfully ask our Customers and the Public to pay particular attention to our Address, given below, and our Chop, which is stamped on all our Goods, and without which none are genuine.

SUN SHING,
Fancy Goods and Silks Shop,
62, QUEEN'S ROAD CENTRAL,
Opposite the former site of the Chartered Bank.

Hongkong, 9th April, 1880. [617

THE CHUNG NGOI SAN PO

(Chinese *Daily Press*),

PUBLISHED DAILY,

Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Hongkong, 16th January, 1877.

NOTICES OF FIRMS.

NOTICE.

WE have authorized Mr. JOHN PATRICK LALOR to SIGN the NAME of our FIRM.

MARGESSON & Co.

Macao, 5th October, 1880. [1m1537

NOTICE.

WE have This Day established a BRANCH of our FIRM in Hongkong, and have authorized Mr. P. Z. MARTIN to SIGN the NAME of our FIRM.

M. MARTIN & Co.,
(of Calcutta).

Hongkong, 20th September, 1880. [1519

NOTICE.

WE have authorized Mr. WILLIAM HOMFRAY FULLER DARBY to SIGN the NAME of our Firm in Hongkong and China.

GIBB, LIVINGSTON & Co.

Hongkong, 7th September, 1880. [1m1448

TO BE LET.

TO LET,

ON Marine Lot No. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.

Hongkong, 26th July, 1879 [1417

TO LET.

A BUNGALOW, VICTORIA PEAK, with every accommodation and Tennis Lawn; Possession from the 1st November. Terms moderate.

Apply to J. G. SMITH & Co.,
5, Duddell Street.

Hongkong, 4th October, 1880. [1526

TO LET.

THE "EYRIE," VICTORIA PEAK, with Immediate Possession for remainder of the summer months.

The BASEMENT of "FAIRLEA," 5 Rooms and Garden.

LARGE and SMALL GODOWNS at FLETCHER'S BUILDINGS. Also STORAGE for Timber, &c., on Water side.

DAVIS & Co.

Hongkong, 6th September, 1880. [1439

TO LET.

FIRST FLOOR and GROUND FLOOR of HOUSE No. 4, PRAYA EAST (known as the Blue House); Possession on the 1st of October.

Also,

The HOUSE opposite the WANCHI PIER, Marine Lot No. 29, containing 8 Rooms, &c., &c., with Gas and Water laid on; Immediate Possession.

Apply to MEYER & Co.

Hongkong, 3rd September, 1880. [1426

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch. Also entire GODOWNS to be LET.

919] MEYER & Co.

TO LET.

THE TWO HOUSES, Nos. 14 and 16, STANLEY STREET, lately in the occupation of the Temperance Hall.

The DWELLING HOUSES, Nos. 31 and 33, WELLINGTON STREET.

OFFICES in CLUB CHAMBERS, now in the occupation of the HONGKONG AND WHAMPOA DOCK COMPANY, with strong Room attached; also other OFFICES and CHAMBERS in the same building.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 16th August, 1880. [41

TO LET.

NO. 8, HOLLYWOOD ROAD, containing 8 Rooms and Out-houses.

No. 9, SEYMOUR TERRACE.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 27th September, 1880. [214

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, 27th March, 1876. [14

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

Position of the Company at the close of the last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED .... $1,000,000.00.
CAPITAL PAID-UP .... $300,000.00.
RESERVE FUND .... $125,000.00.
BALANCE UNDIVIDED .... $70,278.43.

DIVIDEND paid to Shareholders, 20 °/ₒ per Annum.

DIVIDEND paid to ALL CONTRIBUTORS OF BUSINESS 25 °/ₒ on the Amount of their Contributions.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the world, payable at any of its Agencies.

Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

B. GOLDSMITH,
Acting Secretary.

Hongkong, 13th August, 1880. [1327

CHAS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS.

Have been appointed Sole Agents for VOIGTLANDER and SOHN'S Celebrated MARINE GLASSES, OPERA GLASSES, and TELESCOPES.

Hongkong, 4th September, 1880. [1435

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [20

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874; "WEISSLACK."

$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.

CHATEAU LEOVILLE POYFERRE, 1869.

"VIN DES PRINCES."

$18 .... per case of 1 dozen quarts.

PALMER MARGAUX.

$7 .... per case of 1 dozen quarts.
$8 .... per case of 2 dozen pints.

CHATEAU BELAIR.

$7 .... per case of 1 dozen quarts.

LORMONT.

$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 18th February, 1880. [27

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE.

By Dr. DEVAN.

With many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE:—

In Paper Wrapper $1.50
Neatly Bound $2.00

Apply at the *Daily Press* Office.

AUCTIONS.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. will Sell by Public Auction on their Premises, Praya,

TO-MORROW,

the 15th instant, at NOON,—

An Invoice of THE ROYAL PERFUMERY Co.'s PERFUMES, VIOLET POWDER, and SCENTED SOAP.

50 Cases COGNAC.

And,

Ex Steamship "NORMANBY" and Steamship "BRISBANE,"—

14 Cases FRESH AUSTRALIAN BUTTER, in 1lb. tins, Canned in August.

14 Cases AUSTRALIAN CHEESE.

&c., &c., &c.

TERMS.—As usual.

Hongkong, 14th October, 1880 [1648

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction (under Distraint for Rent), at No. 25, Wyndham Street, on

MONDAY NEXT,

the 18th October, 1880, at TWO P.M. the whole of the

HOUSEHOLD FURNITURE,

comprising:—

French-made Green Rep-covered Drawing-room SUITES, MIRROR, PICTURES, GASALIER, CARPETS, &c.

IRON BEDSTEADS and SPRING MATTRESSES, BUREAU with GLASS, TABLES, CHAIRS.

&c., &c., &c.

TERMS.—Cash on delivery.

ECA DA SILVA & Co.,
Auctioneers.

Hongkong, 13th October, 1880. [1643

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, under power contained by Bill of Sale, on

THURSDAY,

the 21st October, 1880, at THREE o'Clock P.M., on Board, the well-known CUTTER YACHT

"NAIAD,"

of 29 Tons Register; Length 51 feet 1 inch, Beam 11 feet 7 inches, and Depth of Hold 9 feet 10 inches. She was built in Hongkong, by JOHN JACK in 1867, and had a New Suit of SAILS made by W. DOLAN in 1878.

With everything complete, as per Inventory, which can be seen at the Undersigned.

Also,

MOORINGS, &c.

TERMS OF SALE.—Cash on the fall of the hammer.

G. R. LAMMERT,
Auctioneer.

Hongkong, 5th October, 1880. [1592

VALUABLE LEASEHOLD PROPERTY.

TO be SOLD by PUBLIC AUCTION (if not previously disposed of by Private Sale), on

SATURDAY,

the 30th day of October, 1880, at THREE P.M., on the Premises, by

Mr. J. M. ARMSTRONG, Auctioneer,

Under the directions of the Mortgagee, pursuant to a power of Sale reserved in an Indenture of Mortgage,—

ALL that ONE UNDIVIDED MOIETY or Half Share of and in all that Piece or Parcel of GROUND situate, lying, and being at Victoria, in the Island of Hongkong abutting on the North side thereof on First Street, Syingpoon, and measuring thereon Fifty-two and a half feet; on the South side thereof on Second Street, Syingpoon, and measuring thereon Fifty-two and a half feet; on the East side thereof on a close registered in the Land Office as Inland Lot Number Six Hundred and Thirty-one, and measuring thereon One Hundred and Five feet; and on the West side thereof on a close registered in the Land Office as Inland Lot Number Six Hundred and Twenty-nine, and measuring thereon One Hundred and Five feet; which said Piece or Parcel of Ground contains in the whole Five Thousand Five Hundred and Twelve square feet, and is registered in the Land Office as INLAND LOT NO. 630, with the substantial and well-built PREMISES thereon, held under a Crown Lease dated the 24th day of August, 1861, for a term of Nine Hundred and Ninety-nine years, to be computed from the 26th day of December, 1860, subject to the payment of an Annual Crown Rent of $72.80, and to the usual covenants and conditions, in the Crown Lease.

For further Particulars of the Property and Conditions of Sale, apply to

BRERETON AND WOTTON,
Mortgagee's Solicitors,
29, Queen's Road Central, Hongkong;
or, to the Auctioneer.

Hongkong, 13th October, 1880. [1644

TOWAGE.

THE American Steamer "SEA GULL" is prepared to TOW VESSELS in the harbour or at sea. MODERATE CHARGES. Orders may be left at COSMOPOLITAN DOCK OFFICE, Messrs. MACEWEN, FRICKEL & Co.'s, Messrs. F. BLACKHEAD & Co.'s, or with the CAPTAIN on board. Call Signal J., Commercial Code.

Hongkong, 7th October, 1880. [1602

NOTICE.

THE OFFICE of Mr. R. H. CAIRNS and the Undersigned has been This Day REMOVED to No. 14, PRAYA, opposite Messrs. DOUGLAS LAPRAIK & Co.'s Wharf.

E. BURNIE,
Marine Surveyor.

Hongkong, 30th September, 1880. [1574

THE STAG HOTEL,

QUEEN'S ROAD HONGKONG.

This Hotel is centrally situated, and within a few minutes walk of the principal Landing Stages.

Tiffin at ONE o'clock. Dinner at SEVEN.

Good Accommodation for Visitors.

New English and American Billiard Tables.

35] J. COOK, PROPRIETOR.

T. ALGAR AND COMPANY,
HOUSE AND ESTATE AGENTS.
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
34] 9, HOLLYWOOD ROAD.

EDUCATION IN ENGLAND.

The Rev. R. G. SOPER, B.A. (London University), receives a limited number of YOUNG GENTLEMEN at "The Grove," Hoylake, near Liverpool.

A Sound Education is combined with home comforts and domestic care. Pleasant House and Grounds, in a most healthy locality at the sea side.

TERMS.—60 GUINEAS PER ANNUM, exclusive of extras. Special Arrangements for the Holidays. Reference kindly permitted to R. C. WILCOX, Esq. [tf

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CHINA OVERLAND TRADE REPORT,

the

COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,

Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,

contains the

LATEST AND FULLEST TRADE INTELLIGENCE,

REPORTS OF MEETINGS OF COMPANIES,

THE LATEST TELEGRAMS,

together with the

POLITICAL AND GENERAL NEWS of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

Hongkong, 3rd October 1877.

INTIMATIONS.

FOR SALE CHEAP.

A GUNBOAT'S NEW BOILER, 20-H.P. (nominal); its shell is ½-inch Plate best Lowmoor Iron; it has been tested to 180 lbs. to the square inch pressure; never been used.

A VERTICAL BOILER, 10-H.P. (nominal); is nearly new.

2 3-H.P. BOILER, with Return Tubes.

1 4-H.P. VERTICAL BOILER, with Galway's Patent Tubes.

1 1-H.P. STEEL BOILER.

2 TAYLOR'S PATENT 10-H.P. DOUBLE-CYLINDER DONKEY ENGINES, fitted with Pulley for driving Machinery.

2 10-H.P. STEAM-LAUNCH ENGINES.

1 1-H.P. ENGINE and PUMP.

A Powerful JIB-CRANE, 3 Powerful CRAB WINCHES, a NEW CAST IRON SAW BENCH and 3 CIRCULAR SAWS; a NEW DOUBLE WOOD LATHE, 8 8-tons SCREW LIFTING JACKS, a NEW GRINDING STONE (5¼ feet in diameter, by 12 inches wide), A PATENT COPPER COOKING APPARATUS and CONDENSER, 2 Boxes TAPS and DIES, 5 CRANK BRACES, 10 RATCHET BRACES, 5 DRILLING POSTS, a quantity of ENGINEER'S, BOILERMAKER'S, and BLACKSMITH'S TOOLS, 5 TUBE EXPANDERS, 10 STEAM WHISTLES, 12 STEAM PRESSURE GUAGES, 10 SALTER'S SPRING BALANCES, 11 STEAM INDICATORS, 1 AZIMUTH COMPASS and BINNACLE STAND, 3 WALKER'S PATENT LOGS, about 2,000 lbs. FUNNELLING, 12 PULLEYS and SHAFTINGS, 3 ANCHORS, 300 Fathoms CHAIN CABLE, 2 NEW IRON BUOYS (6 ft. by 4), 6 Coils CHARCOAL WIRE ROPE, 5 Coils Russian HEMP ROPE.

A GATLING GUN, 2 NEW WROUGHT IRON RIFLED BLAKELY'S GUNS (24-Pounders), about 10 tons Staffordshire Best BAR IRON.

And

A Consignment of HUBBUCK'S PAINTS and OILS, comprising ZINC, WHITE LEAD, BLACK and RED PAINTS, and OXIDE PAINT, RAW and PALE BOILED OIL, and ENGINE OIL.

For Particulars, apply to

J. M. ARMSTRONG,
Auctioneer, Queen's Road.

Hongkong, 20th September, 1880. [1502

FOR SALE.

FIVE THOUSAND NEW REMINGTON RIFLES.

VOGEL & Co.

Hongkong, 24th September, 1880. [1533

FOR SALE.

KEROSINE OIL, DEVOE'S and PRATT'S, American LAGER BEER.

VOGEL & Co.

Hongkong, 6th July, 1880. [1124

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT,
57, WYNDHAM STREET,
Sept. 15] HONGKONG. [1479

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL.

Sole Agents for Hongkong and China,

ARNHOLD, KARBERG & Co.

Hongkong, 19th May, 1880. [847

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers.

G. FALCONER AND CO.,
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL.

DYNAMITE, FUSES, DETONATORS, &c., from

NOBEL'S EXPLOSIVES CO., LIMITED,
GLASGOW,

can be had in any quantity on application to

THE BORNEO CO., LIMITED,
Agents.

Hongkong, 9th March, 1880. [429

FOR SALE.

SCHIEDAM GENEVER in STONE JARS. PRIME RIFLES and SALOON RIFLES, CARTRIDGE CASES, and RE-LOADING CAPS, Good NAVY COCOA, &c., &c.

Apply to J. F. SCHEFFER,
54, Praya Central.

Hongkong, 18th August, 1880. [1455

FOR SALE.

MUNTZ'S PATENT YELLOW METAL SHEATHING, ALL SIZES; and COMPOSITION NAILS, in Lots to suit Purchasers.

G. R. LAMMERT,
Peddar's Wharf Buildings.

Hongkong, 29th July, 1880. [1255

FOR SALE.

CHAMPAGNE, 1874.

HEIDSIECK & Co.'s

MONOPOLE.

DEETJEN & Co.

Hongkong, 2nd July, 1877. [1094

FOR SALE.

DICTIONNAIRE CHINOIS—FRANCAIS ET LATIN,

By M. DE GUIGNES.

1 vol., strongly bound, and in excellent condition. Apply to LEONG AHIT, *Daily Press* Office.

FOR SALE.

CUTLER, PALMER'S CELEBRATED WINES AND COGNAC.

Price List on application.

F. BLACKHEAD & Co.

Hongkong, 1st November, 1877. [33

FOR SALE.

CUTLER, PALMER & Co.'s

CLARETS, at $13½, $9, $8, $7, $6, and $4½ PER CASE OF 1 DOZEN QUARTS.

SHERRIES, at $10½, $9½, $9, and $8½ PER CASE OF 1 DOZEN QUARTS.

CHAMPAGNE, at $13½ PER CASE OF 2 DOZEN PINTS.

CHAMPAGNE, at $12½ PER CASE OF 1 DOZEN QUARTS.

HOCK, at $9 PER CASE OF 1 DOZEN QUARTS.

BRANDIES, ***, *** and ****, at $7½, $8½, $10, and $11 PER CASE OF 1 DOZEN QUARTS.

Detailed Price Lists on application to

SIEMSSEN & Co.

Hongkong, 6th January, 1880. [28

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [30

THE TOURIST'S GUIDE.

REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The *Daily Press* Office.

INTIMATIONS.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

SUIT No. 9.

Plaintiffs—JEAN SANDS and ANOTHER.
Defendant—WILLIAM HOWELL FORBES.

IN THE MATTER OF GEORGE UNDERHILL SANDS, DECEASED.

WHEREAS GEORGE UNDERHILL SANDS, late of Hongkong, Deceased, died on or about the 30th day of October, 1877, and had at the time of his death a fixed place of abode at Victoria, in the Colony of Hongkong, and whereas Probate of his last Will and Testament with one Codicil was granted on the 8th day of November, 1877, to WILLIAM HOWELL FORBES, the Executor named in the said Codicil, and on the 3rd day of May, 1878, to JEAN SANDS, the Executrix named in the said Will; and whereas, an Order was made in the above-named Suit on the 4th day of October, 1880, limiting the time within which Creditors and other Persons having any Claims or Demands against the Estate of the said GEORGE UNDERHILL SANDS should send in their Claims. Now Notice is hereby given, in Pursuance of the said Order, that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of GEORGE UNDERHILL SANDS, Deceased, are hereby required to send in in writing the Particulars of their CLAIMS or DEMANDS to the Undersigned, Solicitors for the Executor and Executrix of the said Deceased, respectively, on or before the 8th day of April, 1881.

And Notice is hereby also given that, at the expiration of the said last mentioned Day, the said Executor and Executrix will proceed to distribute the Assets of the said GEORGE UNDERHILL SANDS amongst the parties entitled thereto, having regard to the Claims of which they or their Solicitors shall have then had notice, and that the said Executor and Executrix will not be liable for the Assets, or any part thereof, so distributed, to any Person of whose Claim, they, the said WILLIAM HOWELL FORBES and JEAN SANDS, or their respective Solicitors, have not had notice at the time of distribution.

Dated the 8th day of October, 1880.

BRERETON AND WOTTON,
Solicitors for the above-named WILLIAM HOWELL FORBES.
29, Queen's Road, Hongkong.

H. L. DENNYS,
Solicitor for the above-named JEAN SANDS,
18, Bank Buildings, Queen's Road,
1625] Hongkong.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

SUIT No. 47.

FOREIGN ATTACHMENT.

Plaintiffs—LU KAI SUN, otherwise LU CHING, and WONG TUCK, both formerly of No. 38, Wing Lok Street, Victoria, in the Colony of Hongkong, Traders, trading together in Copartnership under the Style or Firm of "LUEN HING LOONG."

Defendant—WAI LO KEE, otherwise SHING KEE, trading as a Merchant in San Francisco, in the United States of America, under the Style or Hong Name of SHING KEE.

NOTICE is hereby given that a Writ of Foreign Attachment returnable on the 20th day of October, 1880, against all the Property, moveable or immoveable, of the above-named Defendant within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII. of "The Hongkong Code of Civil Procedure."

Dated the 1st day of October, 1880.

SHARP, TOLLER, AND JOHNSON,
Solicitors for the Plaintiffs,
1623] Supreme Court House, Hongkong.

NOTICE.

THE Public are WARNED against RECEIVING FIVE-DOLLARS NOTES of the HONGKONG AND SHANGHAI BANKING CORPORATION numbered 122,001 to 122,500, dated 23rd May, 1877, and signed by EDWARD COPE, pro Manager, and R. A. NELSON, pro Accountant; these Notes having been STOLEN.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, 31st August, 1880. [1415

NOTICE.

THE Undersigned have been appointed SOLE AGENTS of the ELLIOTT'S METAL COMPANY, Birmingham, for Hongkong and China.

MELCHERS & Co.

Hongkong, 14th September, 1880. [1474

A. MILLAR & CO.,
PLUMBERS, GASFITTERS,
COPPERSMITHS, & BRASSFOUNDERS,
OFFICE AND WAREROOM—FLETCHER'S BUILDINGS, QUEEN'S ROAD EAST.
WORKS—SPRING GARDENS, WANCHI.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

STEAMSHIP "NIIGATA-MARU," FROM KOBE AND YOKOHAMA.

CONSIGNEES of CARGO by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 12th October, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

MITSU BISHI MAIL S.S. CO.,
No. 50A, Queen's Road.

Hongkong, 11th October, 1880.

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "EUPHRATE,"

from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before THREE P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 16th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th October, 1880.

GERMAN BARK "DOROTHEA," FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 20th September, 1880. [1509

INTIMATIONS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENARTNEY,"

Captain H. W. Auld, will be despatched as above on SATURDAY, the 16th inst., at FOUR P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, 11th October, 1880. [1645

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"

Captain M. H. F. Jackson, will be despatched on or about the 26th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th October, 1880. [1516

ST. ANDREW.

SCOTCHMEN, interested in the CELEBRATION of the forthcoming ANNIVERSARY, are requested to MEET in ST. ANDREW'S HALL, City Hall, TO-MORROW EVENING, the 15th instant, at SIX o'Clock.

Hongkong, 14th October, 1880. [1646

FOR SALE.

LAFFITTE & Co.'s BORDEAUX,

CELEBRATED DINNER AND BREAKFAST CLARETS.

	Per Case. 1 Doz. Qts.	Per Case. 2 Doz. Pts.
COTES ORDINAIRES.	$4.00	......
BONNES GRAVES.	$6.00	......
HAUT MEDOC VIEUX.	$8.00	......
PAUILLAC	$9.50	$10.50
CHATEAU LATOUR	$13.30	$14.00
GRAVES (White Wine)	$5.50	

Apply to

J. G. SMITH & Co.,
Duddell Street.

Hongkong, 14th October, 1880. [1647

NOTICE.

UNDER an Order of the Supreme Court of Hongkong, made on the 7th day of October, 1880, the Undersigned, Receiver, appointed by the Court, in Suit No. 10, KWAN HOI CHUNE AND OTHERS v. FONG SUI FUNG AND OTHERS, is prepared to SELL—

185 BOXES PREPARED OPIUM, now lying in store at SAN FRANCISCO.

80 BOXES PREPARED OPIUM, now lying in store at MELBOURNE.

110 BOXES PREPARED OPIUM, now lying in store at SYDNEY.

TENDERS will be received till Noon of THURSDAY, the 21st October current.

Full Particulars and Conditions of Sale can be ascertained on application to the Undersigned, who does not bind himself to accept the highest or any Tender.

W. KESWICK.

Hongkong, 12th October, 1880. [1641

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER OF THE ESTATE OF LAU PIK SHAN, LATE OF HONGKONG, SHOPKEEPER, DECEASED.

PROBATE of the Last Will and Testament (dated the 27th August, 1880.) of the said Deceased was granted to LAU U PAK on the 9th day of October, 188

All Persons indebted to or who have CLAIMS against the above Estate are requested to send in Particulars at once to the Undersigned, by whom all Debts will be received and Claims paid.

LAU U PAK,
HO LOONG SHOP,
73, Jervois Street, Hongkong.

Hongkong, 13th October, 1880. [1642

NOTICE.

TENDERS will be RECEIVED at this Office up till NOON of WEDNESDAY, the 27th instant, for executing REPAIRS to the ROOF of the CARPENTER'S SHED, Royal Naval Yard, according to Specification and Conditions, which can be seen on application to the Naval Storekeeper.

The lowest or any Tender will not be necessarily accepted.

E. B. JOREY,
Naval Storekeeper.

Hongkong, 12th October, 1880. [1631

NOTICE.

I, THE UNDERSIGNED, hereby give Notice that I will not be RESPONSIBLE for any DEBT contracted, SECURITY given, or BILL, NOTE, BOND, or other SECURITY made, signed, or executed in my Name or on my behalf in this Colony or in other places by any of my Partners or Employés without my knowledge and written consent, or by my Agents without written authority or power of Attorney, and that all money dealings and transactions had with FOOK LOONG, KWONG HIM WO, YU SHUN, or YEE SANG CHAN, will not be recognized by me as valid and binding on me unless done with my written authority or guarantee.

SHE SANG KAI.

Hongkong, 11th October, 1880. [1m1633

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY.

IN LIQUIDATION.

A FOURTEENTH RETURN of CAPITAL and ACCUMULATIONS, at the rate of TWO TAELS (Tls. 2.0.0) PER SHARE, will be made to Shareholders of Record 8th October, payable at the OFFICE of the LIQUIDATORS on TUESDAY, 19th October.

WARRANTS will then be delivered by the Undersigned to SHAREHOLDERS, or their lawful Representatives, on presentation of SHARE CERTIFICATES for endorsement.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 19th instant inclusive.

By Order, RUSSELL & Co.,
Liquidators.

Shanghai, October 7th, 1880. [1m1632

CANTON INSURANCE OFFICE.

Notice is hereby given that the ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Office will be held at the Office of the Undersigned, No. 7, Queen's Road, on THURSDAY, the 28th instant, at HALF-PAST TWO o'Clock P.M.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office.

Hongkong, 1st October, 1880. [1580

STEAM LAUNCHES always ready for TOWING VESSELS to Sea or in Harbour.

TOWAGE to WHAMPOA.

Rates cheaper than any other Firm, varying according to size of Launch.

Captains are invited to call personally.

Detention of the Launches will be charged $15 per day for Large, and $10 for Small. Not responsible for delay through accidents to machinery.

SING LEE,
37, TUNG MAN LANE.

AFONG,
PHOTOGRAPHER,

By Appointment to H.E. Sir ARTHUR KENNEDY, H.E. Admiral RYDER, and H.I.H. The GRAND DUKE ALEXIS OF RUSSIA, having returned from his tour to Peking and the Northern Ports, has now the satisfaction to offer a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire. A Panorama of HOIHOW, and VIEWS of the surrounding country, including KIUNGCHOW, have recently been added to the above.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

D. K. GRIFFITH holds authority to SIGN.

STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel.

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Advertisements which are not ordered for a fixed period will be continued until countermanded.

The Daily Press.

HONGKONG, OCTOBER 14TH, 1880.

Most European writers on China continue to perpetuate the mistake of crediting her with a population she does not possess, and with being so crowded that there is not elbow room for the teeming mass. A great deal of the misconception prevailing on these points is due to travellers like the Abbé Huc, who has since been proved to have drawn somewhat largely on his imagination for his facts. This talented Frenchman, for instance, estimated the united population of Hankow, Han-yang, and Wuchang, which cities are grouped together on the Yangtsze, at eight millions, whereas they actually do not contain much over a million all told. Similarly other writers, noting the crowded appearance of the Chinese towns and the extensive villages, have largely over-estimated the population. In almost every instance the first estimate of the population of a Chinese city has been shown to be erroneous, and there is now no doubt that the population of the Empire is much smaller than was believed, even by those best informed, some few years back. In fact it is doubtful whether the entire population of the Central Kingdom reaches three hundred millions. The exaggeration was not so unnatural as might at first sight be supposed. The Chinese people live for the most part out of doors, and their narrow streets naturally assume a very animated appearance. There are always crowds of curious idlers in the larger cities, who follow foreigners about and help to keep up the illusion of the thronged streets. Now, however, we are able to obtain some approximate idea of the population, and it is certainly not so dense in many parts of the eighteen provinces as in some European countries. Neither is the land under such universal cultivation as foreigners ignorant of China would suppose. Not only are Yunnan, Kweichow, and parts of Kwangsi and Kansuh very thinly populated, but even in some of the more densely peopled provinces there are large districts supporting only a scanty number. There are many extensive tracts of of land quite unoccupied in several provinces, the result of famine or war or pestilence. Even in the populous and comparatively prosperous province of Chekiang there are, according to a recent proclamation of the Governor, extensive areas of uncultivated land. Some of the land is poor and would scarcely repay the labour of tillage, but an enormous quantity is fertile and capable of producing good crops. A fear of being compelled to pay up the arrears of taxes since the land was last occupied has, it is stated, deterred the agriculturists from settling on this tract, but as it has since been specially notified that the land will be exempted from such a squeeze, it will speedily be brought under cultivation. The case is different in Yunnan. There the population has been decimated by a war of extermination carried on against the Mahomedan rebels, and the ruins of numerous towns and villages bear sad but silent evidence of Chinese severity. It will be long before Yunnan, spite of its fine natural resources, recovers anything of its former prosperity. The opening up of the river Song-koi to steamer navigation, thus providing Yunnan with an outlet to the sea, may serve to give it an impetus and improve its trade. Its population is so thinned that unless migration from other provinces be encouraged by the Chinese Government, it cannot, even with increased trading facilities, soon recover the blow it sustained in the extinction of the late rebellion. The Authorities at Peking would show wisdom in promoting migration from some of the over-populated parts of the Empire to Yunnan and Kweichow. They could thus relieve the pressure on the labour market in one part and help to develop the resources and revive the properity of another part of the Empire. The Chinese Government has always been opposed to the opening up of new mines, whether of coal or metals, but there are not wanting signs that they will find it advisable to gradually abandon this policy. Possibly necessity, in the shape of the payment of a heavy indemnity to Russia, may compel them to sanction measures that a year or two ago they would have strenuously resisted.

A Cricket Match will be played to-day between the Navy and Naval Yard and 27th Inniskillings.

Mr. A. Wohlters, Assistant Foreman Volunteer Fire Brigade, has been appointed Foreman, vice Mr. P. H. Emanuel, who left for England yesterday by the Messageries Maritimes steamer *Irouaddy*. The Brigade is to be congratulated on the appointment of Mr. Wohlters to this post; as he is a thoroughly efficient and energetic member and will no doubt make an excellent foreman, even to suit the taste of the fastidious "Fire Basket."

We understand that the split in the Man Wo Fang Company has not been healed and that the suit for a dissolution of the partnership, the appointment of a receiver, and for an injunction, which occupied the Courts some weeks ago, will be shortly again brought on with renewed energy. If the present opium license be put on the market an opportunity of ascertaining the true value of the monopoly will be afforded. In the event of the license bringing a premium, as is expected by many, the amount would be added to the annual rent, so that His Excellency the Governor might count not only on securing $305,000 yearly for the Farm, but probably on obtaining a sensible addition. At all events it is satisfactory that the revenue of the Colony so far as regards the opium monopoly is safe, whichever party should gain the day.

With regard to the nuisance of steam launches blowing their whistles at the places from which they start on the Praya, we are assured by persons competent to give an opinion from experience that there is no object whatever for which it is necessary this should be done whilst the boats are lying alongside the wharf; that the nuisance exists from early morning to late in the afternoon; and that it is a great drawback to the conduct of business in the vicinity of the boats. Whether or not the supreme authority has done anything, as suggested by a correspondent, to hamper the Police in the proper performance of their duty in suppressing this whistling is more than we can say; but we feel pretty sure that if His Excellency had to make a speech within the circle traversed by the sounds complained of, he would not be able to make himself heard in a moderate sized room until all the doors and windows had been closed. It is not very long ago that a firm of merchants summoned some of these men who whistled so much, and the evidence given on that occasion was such that a stop once for all ought to have been put to the noise. As the firm alluded to have removed their offices it is more than possible that this nuisance contributed to that act.

LAW NOTICES.

SUPREME COURT OF HONGKONG.

THURSDAY, 14TH OCTOBER, 1880.

IN PROBATE—In the goods of Antonio Albino Peixoto, deceased—(Petition for Probate). In the goods of Luis Maria da Costa, deceased—(Petition for grant of Administration).

IN BANKRUPTCY—In the matter of Ng Akow, a bankrupt—(Registrar's Report). In the matter of Chan Tsün Hang, a bankrupt—(Registrar's Report). In the matter of Hans Kiser, a bankrupt—(Registrar's Report).

POLICE COURT.

13th October.

BEFORE THE HON. M. S. TONNOCHY.

NO LIGHT OR PASS.

Chan Akum, a hawker, was charged with being in the public streets at two o'clock this morning without a light or pass.—Defendant admitted the charge and pleaded that he had no home to go to. He had been a patient in the Tung Wah Hospital and was still very weak.—His Worship discharged the prisoner with a caution and ordered that he receive 50 cents from the poor's-box.

Chan Ashing, another hawker, also admitted being out without a light or pass at 0.30 a.m. to-day, but as he had no valid excuse to offer he was fined 25 cents, in default, forty-eight hours' imprisonment.

FIGHTING IN THE PUBLIC STREETS.

Alexander Reed and Frank Clarke, two seamen were each fined $1, or forty-eight hours imprisonment, for fighting in the public street on the 12th inst.

LARCENY.

Wong Afuk, a coolie, was charged with stealing a number of planks from a house in West Street, Taipingshan, this morning.

Defendant said he saw the wood lying on the street, so he took it up with the intention of using it as firewood. He admitted a former conviction of unlawful possession.

One month's imprisonment with hard labour.

THE CHARGE OF THEFT BY A SOLDIER.

John Wilson, a private in H.M.'s 27th Regiment, again appeared before the Court charged with the theft of a piece of cheese on the 7th inst.

Corporal Griffin, on being recalled, said defendant's commanding officer was engaged on a Court Martial to-day and could not attend to give evidence as to his character. The prisoner had been three years in the regiment and had not been charged with larceny during that period.

Fined $3, in default, fourteen days' imprisonment for disorderly behaviour, and to pay $1.17 amends to the complainant, in default, to suffer a further term of imprisonment of seven days.

BEFORE THE HON. NG CHOY.

LARCENY OF A JACKET.

Li Atak, a coolie, was charged with stealing a jacket, valued at $2.20, on the 12th instant, from one So Alai, a servant employed at No. 39, Graham-street.

Defendant said he was a new comer and only went to the house to see a friend.

Defendant said the jacket was blown by the wind from the upper floor of the house and he picked it up.

Three months' imprisonment with hard labour and to be exposed in the stocks for two hours at the scene of the offence.

PUBLIC GAMBLING.

Tse Akin, unemployed, was charged with public gambling on the 12th instant.

Inspector Cradock visited house No. 3, Lyndhurst-terrace, on Tuesday afternoon by virtue of a warrant he held. On the Inspector entering the house the defendant tried to make his escape but was arrested. He was pointed out as the master of a gambling agency by two men who had been there before and purchased tsz fah lottery tickets from him.

Fined $100 for keeping a tsz fah establishment; in default, three months' imprisonment with hard labour. The sum of $5 to be paid to each of the two informers should the fine be paid.

Chun Alai, a hawker, and Chum Asang, a shop coolie, were also charged with public gambling on the 12th instant.

Inspector Lindsay visited house No. 124, Queen's-road Central, yesterday under a warrant he held for that purpose. On entering the premises he found trafficing going on in pak-hop-piu tickets, and the two defendants were pointed out as the masters of the place. A quantity of gambling apparatus and documents connected therewith were found on a table and some money in the drawer.

Tse Aying and Hong Akow, bricklayers, proved the purchase of pak-hop-piu tickets from the defendants on the 9th instant.

First defendant said he was only assisting the second prisoner because his "fo-ki" had gone to Canton.

The second defendant made a similar statement.

First defendant was convicted of aiding and abetting in the commission of a misdemeanour, and was fined $50, in default six weeks' imprisonment with hard labour. Second defendant was convicted of keeping a place for dealing in pak-hop-piu lottery tickets and was fined $150, in default, four months' imprisonment with hard labour. A sum of $5 to be paid to each of the informers should the fines be paid.

BREACHES OF THE OPIUM ORDINANCE.

Chun Afung, a farmer, was charged with being in possession of a quantity of prepared opium on the 12th instant without a permit from the Opium Farmer. The principal evidence adduced was that of an informer who so contradicted himself that the magistrate could place no reliance on what he said; and the defendant was therefore discharged.

Cheung Apat, a coolie, was also charged with a breach of the opium ordinance in having in his possession on Tuesday a quantity of opium without a permit.

Sergeant Ray proved arresting the defendant in house No. 55, Third-street, on Tuesday evening, when he found him and four others smoking opium. He also seized a quantity of opium and described the place as fitted up for opium smoking.

Li Ayau proved having several times purchased opium from the defendant at the house.

Defendant said he had never sold any opium, and denied that the opium found was his property, but said that it belonged to his brother.

Chung Ayuk, brother of defendant, said he had recently come from Tientsin and claimed the opium as his.

Fined $25 for retailing opium without a licence, in default six weeks' imprisonment, the opium seized to be made over to the Opium Farmer.

ABUSIVE LANGUAGE.

John Juster, proprietor of the "Liverpool Arms" Tavern, Queen's-road, appeared on a summons issued at the instance of Torkel Muller, assistant to Mr. Petersen, boarding-house keeper, charging him with making use of abusive and insulting language, tending to create a breach of the peace.

Mr. Dennys, who appeared for defendant, on the suggestion of the Court, promised that his client would not again molest the complainant, and expressed his regret for having made use of the language imputed to him.

Complainant expressed himself satisfied with this and withdrew the summons, when the case was dismissed.

LARCENY.

Lau Afuk, a tailor, pleaded guilty to stealing a silk jacket from one Yeung Asing, a seaman. He also admitted three previous convictions for larceny and was now sentenced to six months' imprisonment with hard labour.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

AN INTOLERABLE NUISANCE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I had this morning, in conjunction with three others, to attend to some business which partook of the nature of an arbitration. The office in which this was conducted is situate on the Praya, very nearly so far west as the Canton steamer wharf, and the doors had to be closed before we could hear each other speak on account of the loud and continual screaming of the steam whistles on the launches lying near. There seemed to be no object for the whistling, as three launches which were in full blast at one time were bound for different destinations. I am given to understand that the Police would prosecute these people in the ordinary course of their duty, but that his Excellency the Governor will not permit it, preferring that Europeans should be distracted and annoyed in the conduct of their business rather than Chinese should be interfered with, even though the latter in committing the nuisance complained of have no earthy object in view and do it simply in wantonness.—Yours, &c.,

AURA.

Hongkong, 13th October, 1880.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

12th October.

Several leading merchants have applied to the Viceroy for the exclusive privilege of preparing opium for a period of five years, offering a rental $1,600,000. The Viceroy has referred the matter to the Provincial Treasurer to prepare the terms of the grant.

An inspection of the troops at Bocca Tigris was held on the 8th instant.

FOOCHOW.

[FROM OUR OWN CORRESPONDENT.]

9th October.

M. A. Solomonoff, the Russian Vice-Consul here, and of the well-known firm of Ponomareff & Co., is to leave this port shortly. His departure will be regretted by a large circle of friends.

A day or two ago a Chinaman being impelled by a desire to multiply the cash in his possession at the geometrical ratio of increase, entered a gambling den, and soon a fracas ensued, resulting in his murdering the fellow against whom he staked money, with a 20-cent Japan fan-dagger. The relatives of the deceased, it is said, are willing to hush up the matter on the payment of the mighty sum of 80,000 cash. Chinese flesh and blood is cheap enough in all conscience.

An apparently respectable Celestial as he was walking near a joss house suddenly fell down dying within an hour; a stream of blood meantime gushing out of his mouth.

The arrival of the tea steamer *Russia* (consigned to Messrs. Adamson Bell & Co.) carrying the flag of the country of her namesake, created quite a scare amongst a large class of the unsophisticated Chinese population. An energetic petty official on discerning the entry of the steamer into the port with the Russian flag flying high up in airy regions, mistook her for an ironclad man-of-war, and at once notified through the cable his big superior the Cheong Took mandarin, of his convictions. The latter magnate, with commendable foresight, took the situation in at a glance, and concluded that the declaration of deadly hostilities was eminent and immediately sent about 2,000 braves somewhere about the White Dogs to protect the entrance to this sacred Banyan City.

Mr. L., a member of the Northern Circuit, well known for his joking propensities, was, after much persuasion, induced to join the Inns of Court Volunteers. While drilling one day with the "Devil's Own," the order was given to "double." When "halt" was ordered, this gentleman's rear rank man slightly prodded him with his bayonet. Mr. L. threw himself upon the ground and roared for the ambulance, declaring that he was "wounded." His corporal in vain attempted to sooth him and induce him to regain his legs. His only answer was that he was "wounded," and he demanded to be carried off in the ambulance. Then up came the captain of the company to see what the hullabaloo was about. To the plaintive request for the ambulance he gave an angry and contemptuous refusal; whereupon Mr. L., with solemn and virtuous indignation, rose to his feet, threw down his rifle, and thus unburdened his mind: "I came here to play soldiers, and, if you won't play the game properly, I won't play at all." And he marched off amid a roar of sympathising laughter.

NAGASAKI.

Additions to the Russian fleet of armed cruisers continue to arrive almost weekly. The *Europa*, a large iron vessel, of a similar class to the *Asia* and *Africa*, arrived from Singapore on the 26th ultimo. The *Europa* is 3,000 tons register, and carries twelve guns, with a complement of 260 men. The *Zabiyaka* and *Najesdnick* left for Vladivostock on the 25th ultimo, and the *Africa* for the same port the following day. The French corvette *Champlain* left Yokohama on the 25th ultimo, for Nagasaki, *viâ* Kobe. The Russian gunboat *Gornostai* is shortly expected from Shanghai, to undergo repairs.

Considerable anxiety was beginning to be felt for the safety of the P. & O. S. N. Co.'s mail steamship *Sunda*, which vessel left Hongkong for this port at noon on Wednesday, the 22nd ultimo, and was consequently expected here the following Sunday night, or at the latest, early on the morning of the 27th ultimo. She did not arrive until 11 a.m. on the 1st instant, nine days out from port, having experienced a severe typhoon shortly after leaving Hongkong, and strong head winds and gales throughout the passage. She left for Kobe on the night of the 1st instant.—*Rising Sun.*

YOKOHAMA.

The M. M. steamer *Tanais* returned to Yokohama on the night of the 4th inst., having encountered the full force of the typhoon of which we experienced a portion on the 3rd inst. Owing to the courtesy of Captain Roynier we are enabled to publish the following full report:—"Left Yokohama on the 3rd instant at 9 a.m., there was continuous rain and a slight gale from the N.E. At 3.45 p.m. rounded Rock Island. After leaving Tsurnga experienced a strong swell from the S.W. The barometer, which was at 759 when we left Yokohama, commenced to fall until it stood at 755. Then the gale veered to the S.E and increased in strength and steadiness. At 6.30 p.m. sighted Omai light fifteen miles distant. Laid the course to pass the light at ten miles. The barometer continued to fall in an abnormal manner, but the course was unaltered. Between seven and eight p.m. there could be no doubt that we were under the influence of a typhoon, the centre of which was a little to the right of our course. At 8 p.m. the barometrical reading was 744 and a perfect tempest blew. An enormous sea rose from the S.E. and the vessel began to labour heavily. There was no doubt whatever that we were crossing the path of a typhoon which opposed us with great force. We did not dare to run into the coast, which was at least 20 miles off, on account of its dangerous character, and the fact that the ship was making very slow progress, and I especially dreaded the neighbourhood of the islands, which are in the south near Idzu. There was nothing to do therefore but to cross the centre of the typhoon. I steered to the S.S.W. to avoid all fear of a lee shore. All this time the barometer was very irregular; at 10 p.m. it showed 729; a terrible wind was blowing, and we shipped seas at every moment, now from the S.W. and now from the S.E. from which direction they were of so great a strength that the ship strained terribly. The stoke-room was filled with water. The violence of the tempest increased up to eleven o'clock, when the barometer showed 724; at this moment the zone of the typhoon was entered. At 11.30 p.m. the wind ceased suddenly; the barometer stood at 722, the lowest point reached. At midnight there was a lull. Then a N.W. wind of terrible strength arose. The barometer began to rise. At about eleven o'clock the rudder was damaged; about midnight a sailor, Mathei Dominique, who was standing on the poop, was thrown overboard by a lurch of the ship and all efforts to save him were unavailing. To lower a boat would have been to send men to certain death and to our grief we had to abandon him to his fate. Two other men were wounded. At 1 a.m. the storm was at its worst and the rain and sea were so great that one could barely see the forepart of the vessel. After 1 a.m. the barometer rose very quickly, but the weather did not become settled until the morning of the 4th instant, at about 5 a.m. In consequence of the damage done to the rudder, I decided to return to Yokohama for repairs, especially as the engines were working only slowly. During the typhoon the mizen rigging was damaged and the davits of two boats were carried away, as were also a few hen-coops. The vessel having strained so much the usual reservation is made in case of the cargo being damaged; the pumps were kept going all the time. The vessel anchored in Yokohama harbour at 11.30 p.m. on the 4th of October."—*Japan Mail.*

AN EVENT IN RUSSIAN TURKESTAN.

Among recent occurrences in Russia which tend to throw light on the state of affairs in Central Asia none calls for more notice than the return to Tashkend of Nasreddin, who was for a short time in 1875 Khan of Khokand. The event derives much of its significance from the movements of Khudayar Khan, this prince's father, who fled from Orenburg two years and-a-half ago, and who, after residing for some time at Cabul, withdrew to Peshawur on the approach of the Stolietoff mission. It is notorious that Khudayar still has a strong party in Khokand, and that the disaffected in that province would be nothing loth to join in an attempt against the Russian Power similar in its main features to that successfully carried out by Abdul Rahman in Afghanistan. Three months ago, it will be remembered, emissaries reached Cabul from Khokand charged with a special mission to Khudayar to invite him to return to his own State. Information is wanting as to the reception they received from their old ruler, but from what is known of his character it does not seem probable that he would incur much risk in attempting to recover what might prove to be little more than a shadow. He fled from Orenburg because he found Russian supervision extremely irksome, and the inducement would have to be a very potent one which would impel him to run the risk of being again subjected to it.

But there has been considerable discussion in Khokand itself upon the possibility of the return of the former ruler, Khudayar, and it is hardly necessary to say that the subject is not discussed there with the same degree of calmness as it is here. Hopes have been indulged that must appear to us chimerical, and popular speculation has even seen in the Chinese army on the frontier a possible champion and ally. The Russian authorities have not despised these rumours, nor have they remained indifferent to the popular agitation roused in the bosom of the warlike Khokandians. The *Tashkend Gazette* has been full of the movements of troops during the last few months, and, while a division of 6,000 men has been sent to reinforce the garrison at Kuldja, the army occupying the principal towns in Khokand has been redistributed, and a column available for field service has been held in readiness. The danger has apparently now been staved off, and affairs are regaining their normal aspect; but the latest step taken by the Russian Executive shows that the Tashkend Government deems it as well to neglect no available precautions. For that reason Nasreddin, whose party may be said to be the rival one to that of Khudayar, is to be permitted to return to Tashkend, after five years' residence in the Russian capital; but, from the little that is known of him, it is safe to say that whoever trusts to his character will lean on a broken reed. It was in 1874, when the Khokandians were for a third time beginning to manifest dissatisfaction at the rule of Khudayar, that the palace intrigues fixed their affections on his son Nasreddin. At first it was only intended to supplant the father by the son; but the leaders of the movement soon saw that it would require more vigorous action to give any chance of success to the cause they had espoused. They therefore issued proclamations hostile to Russia, and endeavoured to form a crescentade among the Mahomedan peoples of Central Asia. During the winter of 1875-76 they had to defend the towns, and highlands of Ferghana against a large Russian army, and, if they failed to succeed, it was not because they did not give fair evidence of their courage. A week after Skobeleff's maiden victory at Makhram, Nasreddin was taken prisoner and sent into Russian territory. At first the Russians endeavoured to govern the country by means of this prince, but they soon gave up the attempt, as fighting continued. Nasreddin was then taken to Tashkend, where he developed a taste for vodky drinking, and ultimately to St. Petersburg. He is now on his way back to the former city, where we are likely to hear more of him during the coming winter. —*Times.*

Mr. Arthur Sullivan's new cantata, "The Martyr of Antioch," is just completed. It will be represented at the Leeds Festival, with Madame Albani in the principal solo part, the other solos being given by Madame Patey, Mr. Edward Lloyd, and Mr. King. From what is said of the music, the cantata is likely to be very successful.

COLLISIONS AT SEA.

The rapid growth and extension of steam navigation of recent years renders it very desirable that the best possible and uniform regulations should be adopted for the prevention of collisions at sea. It is generally conceded by the best authorities on nautical matters that the regulations which have hitherto been concerted by maritime nations to obviate the danger of collisions, have not been sufficient to ensure the safety of navigation. The subject has accordingly been brought under discussion in more than one country of late. In August of last year it was brought before the Association for the Reform and Codification of the Laws of Nations, and, by a remarkable coincidence, almost concurrently with their deliberations—that is to say two or three days afterwards—the new regulations drafted by a Commission nominated by the Admiralty, the Board of Trade, and the Trinity House, were published in the *London Gazette*. These regulations came into operation on the 1st of last month, and, by the acquiescence of the respective governments, apply to the ships, both of the navies and of the merchant services of Austria-Hungary, Belgium, Chili, Denmark, France, Germany, Great Britain, Greece, Italy, the Netherlands, Norway, Portugal, Russia, Spain, Sweden, and the United States. The Commission has abstained from altering any of the chief points which have become a second nature to all seafaring nations, and confined itself to trying, partly by changing the wording of the different paragraphs and partly by means of additions, to make the meaning clearer, and therefore easier of application. Besides the signals which all vessels are to use in foggy weather, the 19th paragraph of the new rules contains provisions for signals with the steam whistle, which steamers may use, to wit, one blast for "I am altering my course to starboard," two blasts for "I am altering my course to port," and three blasts for "I am going full speed astern;" but those signals are not compulsory, only that whenever used the movement of the vessel must be in accordance with the signal given. This system has been in use in America for some years; but a diversity of opinion prevails as to its merit, and it is said that it is open to well-founded objections. The idea of establishing a code of signals for the courses steered is not a new one, as its use for steamers has been discussed at different places, and a formal proposal of such a code has been made by the United States Government. A meeting of shipowners in Copenhagen also appears to have been in favour of the compulsory signal which steamers use in foggy weather indicating the course they are steering. Trials have been made in Sweden with a system of two whistles, or rather a double whistle, with very good results, it is said, and a large majority of Danish captains are of opinion that a practical system and code of signals may be established without much difficulty.

But taken at their best it is, perhaps, too much to expect that the new regulations, or, indeed, any regulations that can be devised will altogether prevent collisions, for the simple reason that mariners are more perfect than, but are liable to err with, the rest of mankind. "A life on the ocean waves" is by no means so easy, so comfortable, or so lucrative as many people seem to think, and, considering its monotony, it is most creditable to the officers of ships that they should be so steady and trustworthy as they are. They are really a most exemplary body of men, and it is seldom indeed that any of their number are charged with intemperance or neglect of duty. But mistakes will occur in a world where nothing is or can be perfect, and so accidents will happen. Some difference of opinion exists as to whether officers of ships should be punished criminally for accidents involving loss of life; but that depends entirely upon circumstances. It seems clear to us that the magnitude of the disaster should have little or no bearing on the blameworthiness of the commander, and that no officer should be punished criminally for a mere error of judgment, or forgetfulness. As to the tribunals which should investigate and adjudicate upon collisions, it is difficult to say which is the best. There can be no doubt that the fittest tribunal to try a legal question is one that affords the best guarantees for a thorough and impartial investigation; but in cases of collisions the circumstances do not always admit of one, for the reason that it is often impossible to examine the crews of both vessels; furthermore national prejudices crop up; and then, again, the question of culpability may be tried twice over before different tribunals quite independent of each other, inasmuch as criminal jurisdiction belongs severally to each of the nations interested in the ships that have been in collision. Collision cases may be divided into two classes—those in territorial waters, and those on the high seas. Over the territorial waters the adjoining states claim a certain jurisdiction; the high seas, on the other hand, are *nullius territorium*; but collisions in territorial waters form a very small part of the whole number of collisions, and there is no reason why both should not be brought under one uniform jurisdiction. At the Conference of the Association for the Reform and Codification of the Laws of Nations, Dr. V. Marcus, Syndic of Bremen, said that the only settlement likely to give general satisfaction seemed to be that the states which had concerted the regulations for preventing collisions at sea should now also create a suitable organ for the punishment of offenders, and that organ could only be an international, and therefore a mixed, tribunal. That was the view Sir Travers Twiss took in a magazine article some time previously, though they differed in the means of carrying it out. Sir Travers wished to see the international jurisdiction based on the foundation of the existing consular jurisdiction, and particularly that the principle should be maintained that the defendant should be convened before his own judge. Under Sir Traver's arrangement the consul of the defendant should not sit alone, but should have the aid of four assessors, one legal and two nautical, and the consul of the nation to which the complainant's vessel belongs. But Dr. Marcus, on the other hand, doubts whether the consular officer is, under all circumstances, a suitable judicial personage, having regard to the difficult nature of many of the cases that would come before him. Dr. Marcus suggests a mixed international court of five judges, the president belonging to one of the contracting states not interested in the case to be tried, and the other four being two representatives of each of the parties interested and one of each being nautical assessors. He also proposes that the Court should for technical reasons sit at the port which the ships put into after the collision; but he here loses sight of the fact that both may not find it necessary to put in at the same port; and, of course, it is out of the question to think of compelling them to. Nor is it desirable that there should be two investigations—*i.e.*, one at each port put into. Some speakers at the conference above mentioned took an entirely opposite view, and thought that the Admiralty Court in London was the fittest to try such cases where English vessels were concerned, because of the technical knowledge required and the long experience it had had in such cases. But that, again, in the case of one ship belonging to a foreign flag admits of the possibility of a duplicate trial and, as Dr. Marcus pointed out, "The disadvantage of such separate trials of the question of culpability is strikingly exemplified by the simultaneous adjudication in England and Germany upon the collision between the German ship *America* and the Italian barque *Utile*. The two tribunals came to directly opposite conclusions." Whichever way the subject is approached there are difficulties to encounter; and, though the practicability of a mixed tribunal is not easy to determine, we think the solution of the difficulty will ultimately have to be sought in that direction.—*Shanghai Courier.*

THE WAR IN SOUTH AMERICA.

A correspondent of the *Panama Star and Herald* writing on the 20th July says:—"The Chilians are at work on the *Loa* (which vessel was destroyed by a Peruvian torpedo, 150 lives being lost) with a perseverance and energy which entitle them to all praise. Although she lies in about 100ft. of water, they have recovered the 150-pounder gun which she carried forward, and have received it on board the *Blanco Encalada*. She had another of equal calibre in her hold, and though this will give them more trouble to bring up, it is most likely they will succeed. The *Loa* herself is but little damage beyond the hole in her bottom caused by the explosion. The enemy's vessels are mustering in Callao Bay; their object is unknown. The *Pilcomayo* has returned from Chancay and the *O'Higgins* from Ancon, leaving these ports open. It may be they have come to Callao for stores only, as they have been on the station some time, and have not, as far as I am aware, requisitioned anything from the shore. In addition to these two vessels we have in sight the *Blanco Encalada, Huascar, Magellanes, Amazonas, La Mar, Tolten*, and *Princess Louise*, nine vessels in all. The enrolling of the population of Lima and Callao to form the army of reserve was finished yesterday, and to-day the 18 divisions of which this army is to be composed met in different parts of the city. At 3 o'clock the cathedral bell was rung, and at once all business establishments were closed, the railway trains, street cars, and nearly all the coaches ceased running, and the whole of the male population turned out—the Peruvians between the ages of 16 and 60 to answer the roll-call; the foreigners, the old men, and the children to look on. So complete a cessation from business, such a uniform closing of doors I have never seen before, not even on Good Friday, in this very Catholic city of Lima. His Excellency the Supreme Chie visited the various divisions, and was highly gratified with the result. Business establishments are to be closed every day to give the different members the necessary time to drill. I fancy when the shout is raised, 'The Chilenos be upon thee!' Señor Pierola will not be caught either asleep or unprepared. But just now the religious side of the Peruvian character is brought prominently into view. The relics of Santa Rosa, the child and patron saint of Lima, and of Santo Toribio, once its archbishop, have been brought into the light of day, paraded through the streets, and exposed to the admiring gaze of the faithful; but since then the disasters of Tacna and Arica have overtaken us. The army of the south has been 'wiped out,' and many a mother who prayed earnestly to those dry bones now weeps in secret mourning the loss of a son. Since these disasters 'El Señor de los Milagros,' the Lord of Miracles, has been brought from its resting-place, and carried in procession through all the city, and is now staying temporarily in the church at San Pedro, where the Jesuit fathers are holding a 15 days' mission to avert the wrath of Heaven from this people and to bring victory to their arms. Great crowds throng the sacred edifice from morning until evening, and every night between two and three thousand men and women listen to the burning words and wonderful eloquence of the preacher." It has been already announced by telegraph that there has been a change of Ministry in Chili. The *El Peruano*, of Lima, states that the late Cabinet were opposed to the expedition to Lima, and considered it wiser to put an end to the war by proposing peace to Peru, but as the mob and the majority of the Deputies of Congress which called for and demanded the contrary President Pinto was obliged to form a new Cabinet whose programme should be the continuation of the war until a treaty of peace be signed in Lima, "the heart of Peru." Mr. Lillo, a poet and writer of some repute in Santiago, is now, says the same journal, Minister of War and Marine. His first step was to visit Tacna and Arica to examine the state of the army. It appears that the result of this inspection has been to postpone the expedition to Lima for five months, in hopes of increasing the army to 30,000 men, which they think will be enough to secure their triumph in the purposed expedition. In the meantime, 6,000 men are being got ready to invade our north coast, with the object of plundering the cities and destroying the estates and every element which might help the progress of Peru. The Chilians are aware that the north valleys produce sugar and rice, which are the principal articles of our export commerce, and for this reason they have directed their attention to the north. It is reported that a naval division will shortly bring General Baquedano, with the object of studying the best ports to land his army in his expedition to Lima. It appears a settled thing that they are to establish their head-quarters at the island of San Lorenzo, where they will place their troops till they have got together the 30,000 men required for the said expedition, because the want of transport renders it impossible for them all to come at once."

CHARTERED BANKS.

The Treasury Minute, dated July 21st, on the subject of chartered banks, was issued on the 30th August as a parliamentary paper. The Minute states that the Lords of the Treasury approve generally of the bill brought into Parliament by the late Government, making further provision with respect to certain chartered banking (colonial) companies, and referred to a Select Committee, and would have been willing, if time and other circumstances had permitted, to reintroduce it in the present session, modifying it only to this extent, that they would have reserved to Parliament the right from time to time of reconsidering the privileges which the charters confer. The late period at which the work of the present session commenced, however, and other circumstances have made it impossible for them to bring the question before Parliament. The Minister continues:—

The Chartered Banks affected by the bill have now been kept for some time in suspense as to the conditions to be imposed upon them, and my Lords would be reluctant to prolong a state of suspense, which is in no degree due to the action of the banks themselves. They have accordingly considered whether they could adopt a course which would prepare the way for the advantages sought in the bill, while reserving to Parliament due power of review; and they propose to attain these objects in the following manner. They will cause a model charter to be prepared embodying in simple and concise terms the provisions of the bill of the late Government, with any general clauses of the existing charters applicable either wholly or with slight modifications to all the banks. On the expiry of a charter, if the bank desires a new charter, my lords will lay upon the table of both Houses a draft containing the provisions of the model charter, and so much of any special matter in the previous charter as my Lords may decide to be not inconsistent with the said provisions, and after the draft has lain for a certain period unchallenged, they will advise her Majesty in Council to grant the charter to the bank for a further limited period. Many of the charters do not expire for a considerable period. Should, in the meantime, the directors of any chartered bank desire to obtain a supplementary charter, or to resign their charter and obtain a new one, my Lords, if, in the exercise of their discretion, they entertain the proposal at all, will deal with it on the same principles as if the charter had expired by efflux of time. So long as existing charters remain in force my Lords will exercise the powers assigned by such charters to the Treasury according to their best discretion. My Lords will be ready to communicate the model which they propose to adapt to the different banks concerned, as soon as it is prepared, it being their object to offer no obstacle to the progress of the banks so long as the control of Parliament, and the simplicity and soundness of the regulations approved by the Treasury are secured. My Lords have only to add that the final arrangements should be such as will reserve to Parliament entire liberty in dealing with this, as with any other banking question. They will therefore endeavour to fix the limits of time for new charters on such a principle as will ensure concurrence of the periods for which they are granted.

MARRIAGES BETWEEN AMERICAN WOMEN AND EUROPEANS.

The *New York Times*, in an article headed "Americans for Americans," warns American ladies against the risk they run by seeking husbands in Europe. The article says that a large number of American women who have been fashionably reared, and have spent a good deal of time abroad, have undoubtedly a penchant for European husband—"foreigners seem romantic because uncommon and unknown"—and not a few, "having been born and bred in a democracy, think rank and titles very fine, and that to gain rank or title by matrimony is a precious acquisition. Consequently they often struggle, manage, and demean themselves for a title in such a way as would make any honest Republican blush, should he see the humiliating performance." But the specimens of nobility who consent to be the husbands of American girls are not, as a rule, those that confer credit on their rank, and the number of American women who have been married to Continental titles and repented it bitterly is larger than has been suspected. Even when such unions prove happy they are never quite safe, and it is, the New York paper thinks, a grave question whether American women are not always imprudent when they take a European husband, even though he have no title and when they are drawn together by community of taste and feeling. A foreign husband will not be very likely to yield to an American wife "all the mental room and spiritual space she craves, and has been accustomed to." "Antagonism must arise between them. He will think her reckless and indiscreet; she will believe him egotistic and tyrannical." "It may be old-fashioned, but reciprocal esteem and love are not undesirable in matrimony, and they are most likely to be assured to American women by American husbands. Our women may demand more than they should; they may have excess of freedom; they may be spoiled by indulgence; but they are so wonted to the marital customs of the country, they have so long been coddled and humoured, that any sudden change makes them unhappy. They find European husbands, the best of them, very different from American husbands, who never can be induced to treat them as wives are generally treated here. If they wish to be contented, to have solid satisfaction in wedlock, they should not turn their eyes across the sea. Whatever their faults and weaknesses, Americans are in the main the kindest, most considerate, most indulgent, most lover-like husbands in civilization, and American women who seek alliances abroad are in danger of having all their romantic dreams rudely dispelled. Other nations may cross with advantage, but Americans mate best with their own."

ARMED MERCHANT SHIPS.

The London *Engineer* publishes a long account of the new ocean steam ship the *City of Rome*, now being built at Barrow-in-Furness. It is made evident by two drawings and the written description that the new vessel is of the type originally adopted for the Inman line. The *City of Rome* is narrow, very long, and fitted for one propeller only. There are innovations. Hitherto all the Inman packets, without exception, have been built by Tod and McGregor of Glasgow, builders and engineers of high repute, but the *City of Rome* will be constructed and engined by the Barrow Shipbuilding Company, a considerable but comparatively new enterprise, founded by the dukes of Buccleuch, Devonshire and Sutherland, and Sir James Ramsden.

Another innovation is, that the vessel, save the frames, beams, stem, and stern post, is of selected Barrow steel, made from Spanish and Cumberland hæmatite ores by a modification of the Siemens' process. A third novelty is, that the engines, will be of a new type, viz.: three separate and distinct vertical compound engines, to act on one shaft at angles of 120 degrees. The engines are like those of the *Oceanic*, that is, the high pressure cylinder is placed above the expansion cylinder, so that one piston rod serves both.

The *City of Rome*, large as she is, is not the only new vessel of extraordinary size intended for the Atlantic trade. She will have at least three rivals, one of which has been designed to surpass her. Messrs. Thompson of Glasgow, are building the *Sahara* for the Cunard company, a vessel of different proportions but in power and capacity equalling the *City of Rome*. Harland and Wolff of Belfast, have nearly completed the *Majestic*, a new packet for the White Star line; and Elder and Co., are building for the Guion company the *Alaska*, a vessel not inferior in size and superior in engine power to the new ship of the Inman company. By the spring of 1881, there will thus be four new steam ships engaged in the trade between New York and Liverpool. Each of the four vessels will be able to carry from 7,000 to 7,500 tons of cargo and 1,000 or more passengers, at an average rate of 16½ knots; *i.e.*, one land mile in less than three minutes. These swift monsters will each consume about nine tons of coal per hour, or two hundred and sixteen tons per day.

It is to be remarked that, without exception, the new vessels are fitted with one screw only. The larger first costs and increased space required for two screws are certainly of importance, yet the one sole propeller has many and most serious disadvantages. The vessel cannot be fitted with what we hold is a necessary protection, viz., a complete longitudinal bulkhead. Farther, the very large forgings required for one shaft and the three cranks of an engine of 10,000 horse power, are liable to imperfection and fracture. If a crank or section of shafting be disabled, the vessel of one screw may become helpless. With two screws the safety is not increased by double, but by, perhaps, two-thirds; the two engines are separate and independent; the castings and forgings are of more manageable size, and the vessel can be manœuvred with quickness and certainty.

The reason for our comments, however, has a different origin. It is in these waters we will first see the *raison d'etre* of the Russian armed traders of the Patriotic Society. Some of these vessels have already appeared, namely the *Moscow*, the *Petersburg*, the *Russia*, the *Asia*, &c., &c. They have their uses in times of war, if used against slow and unarmed merchant vessels, but if pitted against men-of-war will fail miserably. The vessels were, however, bought out of the merchant service, and fitted with such improvements as were possible, in pursuance of the bold plans of Admirals Lessoffsky and Popoff. But it is to the new perfected ship of the Patriotic Co., the *Jaroslaw*, we must look for the complete fulfilment of the plan to combine in one vessel the good qualities of speed, capacity, and economy required in a trader or transport, and the qualities of stability, strength, speed, power of keeping at sea for a long time, &c., proper to a combatant vessel.

Now we see in England, that four companies of the first importance are constructing four vessels of exceptional size, strength, and speed. Yet not one of the vessels is in any way fit to take part in offensive or defensive war. Except as transports, these four costly ships would be of very little use to a nation at war. The owners seem to think that the burden of offence and defence in war time must be laid upon the British Government. Besides the four exceptional vessels we refer to, the Peninsular and Oriental Company are building eight or ten vessels, mostly of 3,500 to 4,000 tons each, and in different British ports about twelve other vessels, all of over 4,000 tons, are being built for the Australian, Atlantic, and East India trades. In none of these immense vessels has any care been taken, which would enable them to be transformed into efficient cruising ships. The Russians are more prescient, and if the new vessel of the Patriotic Society, the *Jaroslaw*, answers, and, as her constructor, the designer of the *Tourville, Duquesne, &c.*, is one of the best naval architects of Europe, we have no fears about her success, Russia will be able, in time of war, to inflict incalculable damage on our trade before we could return scarcely a blow. There are reasons of self interest and security, quite apart from patriotism or public spirit, why our English shipowners should "take thought for the morrow," and bear in mind that merchant ships able to take part in the operations of naval war have a double value.

The new Russian vessel—trader, transport, cruiser combined—to which we wish to call attention, was designed by the manager of the *Société Forges et Chantiers of La Seyne Toulon*. The *Jaroslaw* is 310 feet long, has 40½ feet breadth, and is 28 feet deep in the hold. She draws, when at loaded draught, 20½ feet. The vessel can, as a trader, carry 3,000 tons of tea and about 600 tons of coal. As a transport, she can take 1,000 men from a Baltic port to China or Russian Manchuria, and needs to call for coal at two intermediate ports only, or, if provisions only are carried and no cargo, she could steam the entire distance without calling at any port for fuel. As a cruiser she will carry three or four heavy long-range guns—100 pounders—on turntables, and, in addition, several lighter but yet long-range guns. In fact, as a cruiser the guns, shell, and ammunition she is intended to carry, will weigh 150 tons. The vessel has a ram under water, her rudder is protected, and, with her full engine power of 3,000 horses effective, she has a speed of 15 to 15½ knots. Further, the engines and steam chest are proted. The vessel has side wings, eight strong bulkheads, and a double bottom. Her strength too is exceptional; her hull is tied together by diagonal and longitudinal fastenings of uncommon strength; and her sides are of fine iron, two-thirds of an inch thick. We presume the vessel has horizontal engines, but our informant cannot satisfy us on this important point.

Here is a vessel faster, and comparatively as burthensome as the *Glencoe*, and much superior in speed to the *Oceanic*. At three or four days notice, as soon as the deck houses are removed, the *Jaroslaw* can be made into a real man-of-war, or most formidable cruiser. Such a vessel must be matched by similar ships. It is not by the *Modeste*, for instance, dragging her "slow length along," that the *Jaroslaw* can be met; and as for our wretched sloops that steam eight or nine knots in smooth seas, or the preposterous gunboats which crawl four knots or five when gentle breezes blow, such vessels are as a carthorse would be to *Pegasus*.

We trust that English shipowners will take the matter into consideration. Their occupation, at any rate, will be gone, whenever a few *Jaroslaw's* can roam the seas with impunity.—*Japan Gazette.*

Outraged father to son home from college at the close of the session; "A wunner ye're no' thurrolly ashamet o' yersel tae came hame an' face yer mither an' me, efter spen'in' yer time in Glesca wi' the Opera an' plays an' iniquities in general!" Student: "Really, father, you are much mistaken if——" Father, interrupting: "Naething o' the kind, an' ye needna' smile, sir, for here in thae letters ye say ower an' ower again that ye were at the Opera o' Horace, the plays o' Euripides, an' Roman iniquities generally nicht efter nicht. Noo, sir, was't for that thit yer mither and me sent ye tae the Coallidge?" Student: "Why, father, these are Latin and Greek books and studies in Roman antiquities, and not modern plays at all. I was studying them in my lodgings every night, and not going to the theatre, as you suppose." Mother to father: "Eh, whit a gomeril ye maun be no' tae hae ken't that a' the time!"

FALL OF A BRIDGE IN SPAIN.

The Madrid correspondent of the *Standard* says that on Wednesday evening, the 1st Sept. in Logrono town, situate on the right bank of the Ebro, opposite the mountains of Navarre, a battalion of infantry was passing on a military pontoon bridge, when the pontoons gave way, and two companies disappeared in the water and the *débris* of the bridge. Official telegrams say it was a fearful scene as the victims clung to the planks and rafters, others endeavouring to swim in the rapid current of the Ebro, and the remainder of the battalion vainly, on both banks, trying to assist their unfortunate comrades. The population of Logrono and the civil and military authorities rivalled one another in their zeal to secure the bodies until late at night, by the light of torches and large fires. The military and civilians dragged the river in the presence of thousands of persons. The Governor of Logrono telegraphs that the bodies of one captain, three subalterns, and sixty-eight men had been recovered up to nine o'clock in the evening. Other bodies were taken up on the banks lower down by the villagers. The men perished because they were in heavy marching order. Later intelligence says the number of victims exceeded ninety privates and seven officers. Some others were badly hurt. The cause of the catastrophe is supposed to be the force of the current in the Ebro in consequence of the late floods. Most of the victims were young soldiers. The Government will assist their families and relatives. A *Daily News* telegram says the commander of the Engineers who constructed the pontoon is to be brought before a court of inquiry.

THE HELIOGRAPH.

The system of flashing signals by means of mirrors has been so successful both at the Cape and in Afghanistan as to attract the attention of other European nations. The Russian cavalry general Kossytch ordered two heliographs in London last February, and has since made a series of experiments with them to prove how far they are suitable for cavalry. The trials began in May or the beginning of June, and were continued till the middle of July, after which the instruments were handed over to a detachment of heliographists for use during the exercises of the staff of the 7th cavalry division in the Governments of Kherson and Kieff. The weather was unfavourable, as there was little sun, but even with a bad light it was found that signals could be made to a distance of some miles. The Morse system is the one most commonly employed in the field, because the signals are made by long and short flashes with the mirror, as they are for shorter distances by long and short waves of a flag by day, or long and short flashes of a lamp by night. For clear sunny climates the heliograph is perfectly suitable, and the reflection of the sun's rays can be seen at very great distances—certainly a couple of days' march. But in cloudy or misty weather the flash can hardly be detected, even at short distances. It will be remembered that the troops shut up in Fort Ekowe improvised heliographs for themselves, and communicated with Lord Chelmsford's force before it crossed the Tugela.—*Pall Mall Gazette.*

A FEROCIOUS DEED.

An appalling act of cruelty is reported from Pontremoli, in Italy. It appears that a female lay servant, employed in the Carmelite convent of that name, had been detected in the act of stealing some bread, the property of the sisterhood, and that for this offence she was tried, about ten days ago, before an impromptu tribunal consisting of the abbess and two of the senior nuns. Pronounced guilty, the sentence passed upon her by these pious ladies condemned her "to undergo the torments of purgatory." At once self-constituted judges and executioners, the abbess and her reverned coadjutors proceeded forthwith to enforce their barbarous sentence in the following manner. Having conveyed their victim to a cell in which an iron stove stood out from the wall, they caused the stove to be heated in her presence, and then, tying her hands tightly together behind her back, held her face down for several minutes close to the surface of the glowing metal. Her struggles and heartrending entreaties for mercy were of no avail. The pitiless nuns, deaf to her outcries, protracted her martyrdom until her scorched eyes had lost their sight for ever, and her whole face was converted into one huge blister. So profound was the horror generated throughout the sisterhood by this unheard-of torture that its perpetrators, despite conventual discipline, were denounced by several members of the community to the local authorities, who, after instituting a searching inquiry into the circumstances of the case, have consigned the abbess and her confederate tormentors to prison, where they are now awaiting their trial.—*Brief.*

M. Gustave Dore is engaged upon a picture painted on a colossal scale, like the majority of his Scriptural subjects, and illustrating the text "Come unto Me all ye that labour and are heavy laden.

Arundel Castle is being almost wholly rebuilt. One wing is already nearly renewed; and on its completion the other will be pulled down and rebuilt. When this has been done, the centre wing, which is of a somewhat gingerbread order, will look so poor beside the new work, that it also will probably be razed to the ground. A great deal of comparatively recent work will thus be destroyed—not more because it is insecure (though the foundations are shaky in parts) than that it is not in accordance with the taste of the present Duke, whose little building bill amounts, it is said, to something like 250,000*l*. The works will go on for four or five years; and in the mean time the Duke, and Duchess will be little at Arundel, where only some rooms in the centre wing have escaped the general upsetting.

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 13th October,

OPIUM.

Sales of New Patna only given to-day at $607½ to $610.

EXPORT CARGOES.

Per steamship *Ajax*, for London—409,855 lbs. tea, 17 cases silk piece-goods, 1,434 pkgs. preserves, and 337 pkgs. sundries. For South America—300 pkgs. tea. For New York—23 pkgs. chinaware. For Boston—46 pkgs. chinaware, &c.

Per steamship *Irawaddy*, for Continent—1,410 bales silk, 467 bales waste silk, 18 bales cocoons, 12 bales pongees, 46 cases silks, 1,167 pkgs. tea, and pkgs. sundries. For London—302 bales silk, 8 bales waste silk, 22 cases silks, 1,578 half-chests tea, 1,111 chests tea, and 688 pkgs. sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..........3/9¼
Bank Bills, at 30 days' sight..3/9½
Bank Bills, at 4 months' sight 3/9¾
Credits, at 4 months' sight ...3/9¾
Documentary Bills, at 4 months' sight 3/9⅞
ON BOMBAY.—Bank, on demand ...225
ON CALCUTTA.—Bank, on demand 225
ON SHANGHAI.—
Bank, sight 72¾
Private, 30 days' sight..........73½

SHARES.

Hongkong and Shanghai Bank Shares—62 per cent. premium.
Union Insurance Society of Canton—$1,550 per share.
China Traders' Insurance Company's Shares—$1,400 per share.
North China Insurance—Tls. 1,075 per share.
Yangtsze Insurance Association—Tls. 735 per share.
Chinese Insurance Company—$300 per share.
On Tai Insurance Company, Limited—Tls. 138 per share.
Hongkong Fire Insurance Company's Shares—$395 per share.
China Fire Insurance Company's Shares—$250 per share.
Hongkong and Whampoa Dock Company's Shares—5 per cent. premium.
Cosmopolitan Dock Company—Par (nominal).
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$22 per share premium.
Shanghai Steam Navigation Company—Tls. 3 per share (nominal).
China Coast Steam Navigation Company.—Tls. 110 per share.
Hongkong Gas Company's Shares—$80 per share.
Hongkong Hotel Company's Shares—$68 per share.
China Sugar Refining Company, Limited—$178 per share.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Chinese Imperial Loan of 1874—(Nominal).
Chinese Imperial Loan of 1877—(Nominal).

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

October 13th.

Barometer—9 A.M.	30.118
Barometer—1 P.M.	30.072
Barometer—4 P.M.	30.024
Thermometer—9 A.M.	80
Thermometer—1 P.M.	83
Thermometer—4 P.M.	82
Thermometer—9 A.M. (Wet bulb)	78
Thermometer—1 P.M. (Wet bulb)	74
Thermometer—4 P.M. (Wet bulb)	75
Thermometer—Maximum	83
Thermometer—Minimum (over night)	78

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

October 13th.

BAROMETER, THERMOMETER, &c.	HONGKONG.		AMOY.		SHANGHAI.		NAGASAKI.	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.
Barometer	30.06	30.15	30.00	30.05	30.18	30.15	—	—
Thermometer attached	84.5	82.5	86.0	81.0	73.0	67.0	—	—
Direction of Wind	E	ENE	NE	NNE	ENE	NE	—	—
Force	2	4	3	4	4	4	—	—
Dry Thermometer	83.0	80.5	88.0	81.0	73.0	66.0	—	—
Wet Thermometer	75.0	73.0	80.0	75.0	68.0	60.5	—	—
Weather	b.d.	b.d.	b.c.	o.c.	b.c.	b.	—	—
Hour's Rain	—	6	—	—	—	—	—	—
Quantity fallen	—	1.14	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.
FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.
STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. F. Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. T. Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/ₒ allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [1

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.
RESERVE FUND .... $34,132.21.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
TSZ KAI TUNG, of the Yee Cheong Hong.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 8 and 9, Praya West.
Hongkong, 14th October, 1878. [1416

FIRE INSURANCE ASSOCIATION, LIMITED, LONDON.

The Undersigned, having been appointed AGENTS to the above Company at this Port and Canton, are prepared to GRANT POLICIES against FIRE to the extent of $20,000 on Buildings or on Goods stored therein.

Discount 20 °/ₒ.

VOGEL & Co.
Hongkong, 10th September, 1880. [1457

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,000
PERMANENT RESERVE	Tls. 230,000
SPECIAL RESERVE FUND	Tls. 263,268
TOTAL CAPITAL and ACCUMULATIONS, 8th April, 1880	Tls. 913,268

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKVOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 °/ₒ for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.

RUSSELL & Co., Agents.
Hongkong, 11th May, 1880. [2

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/ₒ on the premia.

NORTON & Co., Agents.
Hongkong, January, 1876. [3

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/ₒ) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

LINSTEAD & Co., Agents Sun Fire Office.
Hongkong, 1st June, 1878. [23

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.
Hongkong, 14th August, 1878. [22

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/ₒ) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 27th June, 1872. [16

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.

Discount 20 °/ₒ.

VOGEL & Co.
Hongkong, 1st March, 1878. [25

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via BOMBAY & SZ. CL.	Indus (str.)	Shallard	....	P. & O. S. N. Co.	On 20th inst., at 4 P.M.
LONDON, via SUEZ CANAL	Bellerophon (str.)	T. W. Freemann	....	Butterfield & Swire	On or about 16th inst.
LONDON, via SUEZ CANAL	Diomed (str.)	M. H. F. Jackson	....	Butterfield & Swire	On or about 26th inst.
LONDON, via SUEZ CANAL	Stentor (str.)	J. Kirkpatrick	....	Butterfield & Swire	On or about 29th inst.
LONDON, via SUEZ CANAL	Glenartney (str.)	H. W. Auld	....	Jardine, Matheson & Co.	On 16th inst., at 4 P.M.
LONDON, via SUEZ CANAL	Gleneagles (str.)	A. Taylor	....	Jardine, Matheson & Co.	On or about 27th inst.
LONDON, via SUEZ CANAL	Hakon Adelsten (s.)	Bergh	....	Russell & Co.	Quick despatch.
LONDON, via SUEZ CANAL	Olaf (str.)	....	....	Russell & Co	Quick despatch.
LONDON, via SUEZ CANAL	Glamis Castle (str.)	Greig	....	Adamson, Bell & Co.	Quick despatch.
LONDON	Sumatra	H. A. Tribe	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND HAMBURG	Johann Hinrich	Oestmann	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
HAVRE AND HAMBURG	Agnes Muir	Lowe	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Rosie Welt	Welt	Hongkong	Russell & Co	Quick despatch.
NEW YORK	Cora	Cooms	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Hannah W. Dudley	Dudley	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Alice Buck	Herriman	Hongkong	Vogel & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	Belgic (str.)	....	....	O. & O. S. Co.	On or about 9th prox.
SAN FRANCISCO	Great Admiral	Thompson	Hongkong	Russell & Co	Quick despatch.
SAN FRANCISCO	Annie H. Smith	Bartlett	Hongkong	Vogel & Co.	Quick despatch.
PORT DARWIN, &c.	Brisbane (str.)	....	Hongkong	Gibb, Livingston & Co.	To-day, at 5 P.M.
PORT DARWIN, &c.	Java (str.)	J. de Ridder	Hongkong	Geo. R. Stevens & Co.	On or about 28th inst.
SINGAPORE, PENANG, &c.	Japan (str.)	T. S. Gardner	Hongkong	David Sassoon, Sons & Co.	On 16th inst., at 3 P.M.
SINGAPORE, PENANG, &c.	Moray (str.)	M. J. Butcher	Hongkong	Jardine, Matheson & Co.	On 16th inst., at 3 P.M.
SAIGON, SINGAPORE, &c.	Sindh (str.)	Lequerré	....	Messageries Maritimes	On 27th inst., at Noon.
BANGKOK	Consolation (str.)	R. Young	Hongkong	Yuen Fat Hong	To-morrow, at 4.30 P.M.
YOKOHAMA, via KOBE	Niigata-Maru (str.)	Walker	Hongkong	Mitsu Bishi Mail S. Co.	On 16th inst., Daylight.
YOKOHAMA, via NAGASAKI, &c.	Sunda (str.)	....	....	P. & O. S. N. Co.	On 21st inst., at Noon.
SHANGHAI	Zambesi (str.)	....	....	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, via AMOY	Orestes (str.)	J. K. Webster	....	Butterfield & Swire	On or about 16th inst.
SWATOW, AMOY, & TAIWAN	Albay (str.)	F. Ashton	Hongkong	Douglas Lapraik & Co.	To-morrow, at Daylight.

INSURANCES.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/ₒ) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 27th June, 1872. [17

GERMAN LLOYD MARINE INSURANCE COMPANY, LIMITED, OF BERLIN.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.
Hongkong, 6th February, 1879. [275

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY,	£1,000,000 Sterling.
OF WHICH IS PAID-UP	£100,000 Sterling.
RESERVE FUND UPWARDS OF	£120,000 Sterling.
ANNUAL INCOME	£250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [18

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [15

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [13

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.
Hongkong, 3rd June, 1879. [918

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [21

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned places.

JAS. B. COUGHTRIE, Secretary.
Hongkong, 1st November, 1871. [666

LONDON & STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

HITHERTO CALLED THE

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

CAPITAL.......... TWO MILLIONS STERLING.

The Undersigned are prepared to ISSUE POLICIES covering FIRE RISKS at current rates.

ADAMSON, BELL & Co., Agents.
Hongkong, 27th August, 1880. [1392

LE CERCLE TRANSPORTS.

SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED	15,000,000 Francs.
CAPITAL PAID-UP	3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 28th September, 1880. [1552

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 °/ₒ).

GILMAN & Co., Agents.
Hongkong, 7th July, 1874. [20

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 °/ₒ) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co., Agents.
Hongkong, 1st January, 1874. [1

VESSELS ON THE BERTH.

FOR PORT DARWIN, COOKTOWN, BRISBANE, SYDNEY, AND MELBOURNE,
(Calling off the usual COAST PORTS, and taking through Cargo for NEW ZEALAND).

THE Eastern and Australian Mail Steam Company's Steamer

"BRISBANE"

will be despatched as above TO-DAY, the 14th instant, at FIVE P.M., instead of at the time previously advertised.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
Hongkong, 12th October, 1880. [1630

FOR SWATOW, AMOY, & TAIWANFOO.

THE Steamship

"ALBAY,"

Captain F. Ashton, will be despatched for the above Ports TO-MORROW, the 15th instant, at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 12th October, 1880. [1638

FOR BANGKOK.

THE Steamship

"CONSOLATION,"

Robert Young, Commander, will be despatched for the above Port TO-MORROW, the 15th instant, at HALF-PAST FOUR P.M.

For Freight or Passage, apply to
YUEN FAT HONG, Agents.
Hongkong, 9th October, 1880. [1620

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain T. S. Gardner, will be despatched for the above Ports on SATURDAY, the 16th instant, at THREE P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 11th October, 1880. [1623

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"MORAY,"

Captain M. J. Butcher, will be despatched for the above Ports on SATURDAY, the 16th instant, at THREE P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 11th October, 1880. [1622

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

THE P. & O. S. N. Co.'s Steamship

"SUNDA"

will leave for the above places on THURSDAY, the 21st instant, at NOON.

A. McIVER, Superintendent.
Hongkong, 12th October, 1880.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ZAMBESI"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER, Superintendent.
Hongkong, 8th October, 1880.

FOR LONDON, VIA SUEZ CANAL, Taking Cargo at through rates to HAMBURG and NEW YORK.

THE Steamship

"GLENEAGLES,"

Captain A. Taylor, will be despatched as above on or about the 27th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 11th October, 1880. [1623

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY, Taking Cargo and Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.

THE Company's Steamship

"ORESTES,"

Captain J. K. Webster, will be despatched on or about the 16th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th October, 1880. [1582

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"BELLEROPHON"

Captain T. W. Freeman, will be despatched on or about the 16th October.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th September, 1880. [1453

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain J. Kirkpatrick, will be despatched on or about the 29th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th October, 1880. [1438

FOR PORT DARWIN, COOKTOWN, SYDNEY, AND MELBOURNE,
Taking Cargo and Passengers at through rates for all AUSTRALIAN and NEW ZEALAND PORTS.

THE Steamship

"JAVA,"

J. de Ridder, Commander, will be despatched as above on or about THURSDAY, the 28th inst.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, 6th October, 1880. [1599

CASTLE LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLAMIS CASTLE"

Greig, Commander, will leave for the above Port about the end of the month.

For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 5th October, 1880. [1556

FOR HAVRE AND HAMBURG.

THE 33 L 11 German Barque

"JOHANN HINRICH,"

Oestmann, Master, will load here and at Whampoa for the above Ports and have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 11th September, 1880. [1464

VESSELS ON THE BERTH.

FOR LONDON, VIA SUEZ CANAL.

THE Norwegian Steamer

"HAKON ADELSTEN,"

shortly due, will have quick despatch for the above Port.

For Freight, apply to
RUSSELL & Co.
Hongkong, 30th September, 1880. [1564

FOR LONDON, VIA SUEZ CANAL.

THE Danish Steamer

"OLAF,"

shortly due, will have quick despatch for the above Port.

For Freight, apply to
RUSSELL & Co.
Hongkong, 30th September, 1880. [1565

FOR SAN FRANCISCO.

THE Al American Ship

"GREAT ADMIRAL,"

Thompson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 6th October, 1880. [1595

FOR NEW YORK.

THE Al American Bark

"HANNAH W. DUDLEY,"

Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 6th October, 1880. [1596

FOR NEW YORK.

THE Al American Ship

"CORA,"

Cooms, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 23rd September, 1880. [1525

FOR NEW YORK.

THE Al American Ship

"ROSIE WELT,"

Welt, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 13th August, 1880. [1323

FOR SAN FRANCISCO.

THE Al American Ship

"ANNIE H. SMITH,"

Bartlett, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, 8th October, 1880. [1610

FOR NEW YORK.

THE Al American Ship

"ALICE BUCK,"

Herriman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL & Co.
Hongkong, 31st August, 1880. [1404

FOR HAVRE AND HAMBURG.

THE Al British Ship

"AGNES MUIR,"

Lowe, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 30th September, 1880. [1571

FOR LONDON.

THE Al British Ship

"SUMATRA,"

H. A. Tribe, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.
Hongkong, 27th September, 1880. [1551

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,
WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG
"DAILY PRESS" OFFICE WYNDHAM ST.

VESSELS ON THE BERTH.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO YOKOHAMA, VIA KOBE.

THE "NIIGATA-MARU," Captain WALKER, will be despatched as above on SATURDAY, the 16th instant, at DAYLIGHT.

Cargo received on board and Parcels at the Office up to 6 P.M. of the 15th October.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE	Cabin $60.	Steerage $15.
To YOKOHAMA and NAGASAKI	Cabin $75.	Steerage $20.
SHANGHAI, viâ YOKOHAMA	Cabin $120.	Steerage $40.
SHANGHAI, viâ KOBE,	Cabin $95.	Steerage $30.

A REDUCTION is made on RETURN CABIN PASSAGES.

Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, No. 50A, Queen's Road.

Hongkong, 4th October, 1880.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, PORT SAID, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "INDUS," Captain SHALLARD, will leave this for LONDON, viâ BOMBAY and SUEZ CANAL, on WEDNESDAY, the 20th instant, at FOUR P.M.

Silk and Valuables for Europe will be transhipped at Point de Galle, but Tea and General Cargo will be conveyed viâ Bombay without transhipment, arriving one week later than by the ordinary direct route viâ Galle.

For further Particulars, apply to
A. McIVER, Superintendent.
Hongkong, 11th October, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON WEDNESDAY, the 27th of October, 1880, at NOON, the Company's Steamship "SINDH," Commandant LEQUERRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 26th of October, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 14th October, 1880.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, viâ Yokohama, on or about 9th November, 1880, at THREE P.M., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 8th November. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

CHAS. H. HASWELL, JUN., Agent.
Hongkong, 13th October, 1880.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

AGNES MUIR, British ship, Lowe.—Carlowitz & Co.
A. H. SMITH, American ship, Bartlett.—P. & O. Co.
ALICE BUCK, American ship, Herriman.—Vogel & Co.
ALVA, Portuguese ship, Ed. de Souza.—Brandaõ & Co.
AUGUSTE, British 3-m. schooner, P. Thomsen.—Meyer & Co.
BRUNETTE, British brig, Dow.—Russell & Co.
CANTON, Siamese ship, Knudsen.—Chinese.
CHARLES TOWNSEND HOOK, British steamer, W. H. Bradley.—Ed. Schellhass & Co.
CONSOLATION, British steamer, R. Young.—Yuen Fat Hong.
CORA, American ship, Coombs.—Russell & Co.
DOROTHEA, German bark, Moller.—Arnhold, Karberg & Co.
EMMA, German 3-m. schooner, Michelsen.—Ed. Schellhass & Co.
FLORENCE NIGHTINGALE, British bark, A. McIntyre.—Arnhold, Karberg & Co.
FRANCE, French bark, Exmelin.—Landstein & Co.
GREAT ADMIRAL, American ship, Thompson.—Russell & Co.
JOHANN HENRICH, German bark, J. Oestmann.—Arnhold, Karberg & Co.
LORNE, British steamer, McKechnie.—Jardine, Matheson & Co.
LOUISA, German 3-m. schooner, Schierloh.—Ed. Schellhass & Co.
METEOR, Siamese bark, Petterson.—Yuen Fat Hong.
MORAY, British steamer, Butcher.—Jardine, Matheson & Co.
SUMATRA, Brit. bark, A. Tribe.—Carlowitz & Co.
TRITON, German bark, Kallsen.—Meyer & Co.
WILLIAM TURNER, British bark, Vandervord.—Chinese.
YANGTSZE, British steamer, Schultze.—Siemssen & Co.

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed
IN THE BEST STYLE
and at
SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.

"DAILY PRESS" OFFICE,
HONGKONG.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. and O. steamer *Zambesi*, with the next English mail, left Singapore at 6 A.M. on the 8th, and may be expected to arrive here to-day, the 14th instant.

THE AMERICAN MAIL.

The Pacific Mail steamer *City of Tokio*, with the next American mail, will leave Yokohama on the 14th, and may be expected to arrive here on or about the 20th instant.

THE INDIAN MAIL.

The two direct steamers, with the next Indian mail, left Calcutta on the morning of the 9th, and may be expected to arrive here on or about the 24th instant.

POST-OFFICE NOTICES.

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Shanghai.—Per *Yangtsze*, to-day, the 14th instant, at 9.30 A.M.

For Port Darwin, Thursday I., Cooktown, Townsville, Bowen, Rockhampton, Brisbane, Sydney, Melbourne, &c.—Per *Brisbane*, to-day, the 14th instant, at 4.30 P.M.

For Swatow, Amoy, and Taiwan.—Per *Albay*, to-day, the 14th instant, at 5 P.M.

For Bangkok.—Per *Consolation*, to-morrow, the 15th instant, at 4 P.M.

For Japan, viâ Kobe.—Per *Niigata-Maru*, to-morrow, the 15th instant, at 5 P.M.

For Straits Settlements and Calcutta.—Per *Japan* and *Moray*, on Saturday, the 16th inst., at 2.30 P.M.

For Straits Settlements and London.—Per *Glenartney*, on Saturday, the 16th instant, at 3.30 P.M.

For Nagasaki, Kobé, and Yokohama.—Per *Sunda*, on Thursday, the 21st inst., at 11.30 A.M.

His Excellency the Governor is pleased to order, under Section XII. of the Post Office Ordinance, 1876, that the Late Fee charged on Correspondence posted after certain hours for Europe, America, the Australian Colonies, Shanghai, &c., shall be 10 Cents, instead of 18 as hitherto.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "INDUS" will be despatched on WEDNESDAY, the 20th of October, with Mails to and through the United Kingdom and Europe, *viâ* Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "SINDH" will be despatched on WEDNESDAY, the 27th October, with Mails to and through the United Kingdom and Europe, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.—DAY OF DEPARTURE.

NOON, Money Order Office closes.
2 P.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3 P.M., Mails closed, except for Late Letters.
3.10 P.M., Letters may be posted with Late Fee of 10 cents until
3.30 P.M., when the Post Office closes entirely.
3.40 P.M., Late Letters may be posted on board the Packet with Late Fee of 10 cents until time of departure.

THE FRENCH MAIL.

TUESDAY—
5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.
WEDNESDAY—
7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 18 Cents until time of departure.

REGULATIONS AS TO SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers,* Army Schoolmasters (not Superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom viâ Brindisi or viâ Marseilles at the rate of four cents (twopence) each, which may be prepaid either in Imperial or in Hongkong Stamps.

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—All such letters prepaid at the former rate of two cents (one penny) will be forwarded to or from the United Kingdom by private steamer and not by the mail packets.

4.—Private steamers leave Hongkong for London about every ten days, and are from six to seven weeks on the voyage.

5.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

6.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full.

7.—If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

8.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.:—Assistant Engineer, Gunner, Boatswain, or Carpenter.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

The Stamps tendered for sale must not exceed $50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

Correspondence for the West Indies (except those belonging to the Postal Union, the Bahamas, and Hayti), for Monte Video and Paraguay can no longer be sent viâ San Francisco.

STAMP OFFICE.

The above Office being now provided with a 3-cent die, Books of Receipts, Rent Collectors' Books, &c., can be stamped beforehand in the same manner as Cheque Books. Loose receipt forms can also be stamped if required.

A Pillar Box has been established at the West Point Police Station (opposite the Sailors' Home), and another at the South front of the Harbour Department.

The hours of clearance are as follow:—

	A.M.	P.M.	P.M.
West Point	10.00	2.00	4.15
Harbour Department	10.15	2.15	4.00
Letters arrive at the Post Office	10.30*	2.30*	4.45*

Correspondence of all kinds posted in either box before the first clearance on mail day will be in time for the Homeward Mail.

All correspondence for Hongkong will be delivered the same day.

Residents who keep a postage account with this Office may post local correspondence in these boxes without stamps, provided the sender's name or recognised device appears on each article.

Local correspondence means that for Hongkong, Bangkok, or the Ports of China.

* Mails closing at this hour will be kept open till the Messenger arrives from the Pillar Boxes.

EXTRACTS.

BENEATH THE ROSE TREE.

She died in the summer hour,
When the rose in its fullest bloom
Shook its perfumed leaves in a gentle shower,
Like snow-drift upon her tomb.
Her beauty knew no decay,
No sorrow had dimmed her eye,
But she passed like a glorious dream away,
To the brighter life on high.

The bridal flowers were twined
In chaplet and garland gay,
But the bride love's dearest gifts resign'd,
And smiled as she passed away.
Ye may see her silent grave,
The mildew of time hangs there,
And the bridegroom comes when the rosebuds wave,
And dreams of his bride so fair.

To him she is ever young,
And the grey-haired man looks back
Through the mists that passing years have flung
On his lone and weary track.
He sees the bright vision yet,
He hears her low voice once more,
And ever wonders, "Will she forget
When we meet on that other shore?"

THE MONKEY AS A HANGMAN.

In what respect, says a contemporary, the monkey is inferior to man will probably never be known. That he is thoughtful, reserved, observed, observant, capable of communicating his ideas to others of his species, if not precisely to man, all admit, and he is credited with powers of imitation which occasionally seem exaggerated. But the monkey owned by Mr. Rockwell Syrock, of Goldsborough, North Carolina, would appear to have been troubled by a too inventive intellect, and so came to a sad and inglorious end. A short time ago, one Alexander Howard, a negro, having been condemned to death in the vicinity of Goldsborough, the owner of this unfortunate monkey went with Jacko to the scaffold for the unfortunate of witnessing the ceremony, when, to the disappointment of Mr. Syrock, the event was postponed, for Howard had been respited. Syrock, unwilling to be baulked of so much expected pleasure, forthwith made a close survey of the scaffold, looking at the traps and the rope with much interest, and then departed, when, to his amazement, on arriving home he found that the monkey had learned so much from his visit that he was able to hang himself without the slightest trouble in a barn hard by his house. It is said by the *Toronto Mail*, which comments on the subject, that the monkey did his business as scientifically as the most accomplished hangman in the vicinity of Goldsborough, and that the scaffold which he constructed in his master's barn was a model of excellent workmanship.

WHO WAS SWEDENBORG?

"Shikspur? Who wrote it?" asks one of the characters in "High Life Below Stairs;" and a question equally ludicrous seems to have been put pretty freely at the last meeting of the Blackpool Town Council. To them it was reported that the Library Committee had accepted an offer of the works of Swedenborg, and then the grave query, Who wrote Swedenborg? was discussed. What was Swedenborg? Was he a religious person, and did he write on religion? asked the ex-Mayor. Perhaps his books treated of natural history, suggested a more scholarly Councillor. A member of the Library Committee explained that, through he and his colleagues accepted the donation, he had not the remotest idea what Swedenborg's books dealt with. They were books, and books were desirable things in a Free Library, especially which they could be got for nothing. Hence apparently they had been accepted. Then the people who thought that Swedenborg must be a dangerous writer, seeing that folks in Blackpool knew nothing about him, and who had accordingly voted against the admission of his works to the Free Library, made things somewhat unpleasant for the Council. Ultimately their uneasiness was allayed, for on one member having stated that he had read the treatises in question and found nothing profane in them, the motion to accept the gift was carried. Let us therefore hope that Black-pool will now promptly devote itself to finding out who Swedenborg was and what kind of work he peformed in this world.

MODERN SENSIBILITY TO THE PICTURESQUE.

Wordsworth, writing at Rydal Mount, in August, 1845, says:—"A relative of mine, being congratulated on the great advantage she must have had in being brought up in the romantic county of Cumberland, said, 'Don't think about it. When I was young there were no lakes and mountains.'" Wordsworth, who was born in 1770, may be regarded as having spent his youth in 1790, so that deducting 30 from that year, we arrive at 1760 as the proximate date when view hunting was unknown. The sentiment of the picturesque had not regard scenery otherwise than the rustic born and bred on the spot. Those persons of quality who made the "Grand Tour" did not trouble themselves to look out of the carriage window at scenes which in our day have become famous for their beauty or grandeur. Man and his ways and his works were their object of travel, and rugged mountains, deep ravines, heath-clad moors, were considered deformities of nature. Landscape painting and descriptive literature were held in low estimation, or, to speak more correctly, did not exist. Sensibility to external nature had not been developed. The ancients, whose perception of beauty is unquestionable, have left us no descriptions of scenery. The Greeks had no sense of what we call the picturesque. The condition and position of the ancient ruins that remain to our day might seem to discredit this fact. Pæstum, the Lucanian town, whose soil is said to have produced roses which blossomed twice a year, is an instance in point. Its walls and temples and porticoes fulfil all the requirements of the modern tourist. They are highly "picturesque;" but the foundation of the city on the site it occupied is well known to have been due to other causes than a desire on the part of the founders to build a city on a romantic spot. The Acropolis of Athens, too, surmounting a rock accessible only on one side, is undoubtedly one of the most "picturesque" ruins the traveller can find in all his wanderings. But Cecrops and his Egyptian colony had no thought but for the means of offence and defence furnished by the situation. Corinth, again, so finely situate on the isthmus of that name, owes its position to the fact that the site was regarded as almost impregnable, and was equally distant from both seas. The medieval builders had similar views to the ancients in their work. The literature of Republican Rome contains nothing that can be termed "picturesque." According to Pliny, landscape painting was invented in the time of Augustus by S. Tadius—"S. Tadio, divi Augusti ætate qui primus instituit amœnissimam parietum picturam"—but the taste fell with the Empire, and during the whole of the Middle Ages we have no evidence of its revival. Even after the Renaissance there is no trace of its existence. Our elder writers were indifferent to the external forms of nature. Landscape painting and descriptive passages in literature were employed solely to heighten or intensify human action, and never for their own sake. A reference to the plays of Shakspere will show that even our great dramatist never attempted so describe the outer world. The allusions in the famous passage in "Lear" to Dover Cliff are purely subjective, having reference solely to physical sensations produced by vast height.—*Globe.*

MR. RUSKIN'S ESTIMATE OF WORDSWORTH.

Wordsworth's rank and scale among poets were determined by himself, in a simple exclamation:—

> What was the great Parnassus' self to thee,
> Mount Skiddaw?

Answer this question faithfully, and you have the relation between the great masters of the Muse's teaching, and the pleasant fingerer of his pastoral flute among the reeds of Rydal.

Wordsworth is simply a Westmorland peasant, with considerably less shrewdness than most border Englishmen or Scotsmen inherit; and no sense of humour; but gifted (in this singularly) with vivid sense of natural beauty, and a pretty turn for reflections, not always acute, but, as far as they reach, medicinal to the fever of the restless and corrupted life around him. Water to parched lips may be better than Samian wine, but do not let us therefore confuse the qualities of wine and water. I much doubt there being many inglorious Miltons in our country churchyards; but I am very sure there are many Wordsworths resting there, who were inferior to the renowned one only in caring less to hear themselves talk.

With an honest and kindly heart, a stimulating egotism, a wholesome contentment in modest circumstances, and such sufficient ease in that accepted state as permitted the passing of a good deal of time in wishing that daisies could see the beauty of their own shadows, and other such profitable mental exercises, Wordsworth has left us a series of studies of the graceful and happy shepherd life of our lake country, which to me personally, for one, are entirely sweet and precious; but they are only so as the mirror of an existent reality in many ways more beautiful than its picture.

But the other day I went for an afternoon's rest into the cottage of one of our country people of old statesman class; a cottage lying nearly midway between two villages churches, but more conveniently for downhill walk towards one than the other. I found, as the good housewife made tea for me, that nevertheless she went up the hill to church. "Why do not you go to the nearer church?" I asked. "Don't you like the clergyman?" "Oh no, sir," she answered, "it isn't that but you know I couldn't leave my mother." "Your mother! she is buried at H—— then?" "Yes, sir; and you know I couldn't go to church anywhere else."

That feelings such as these existed among the peasants, not of Cumberland only, but of all the tender earth that gives forth her fruit for the living, and receives her dead to peace, might perhaps have been, to our great and endless comfort, discovered before now, if Wordsworth had been content to tell us what he knew of his own villages and people, not as the leader of a new and only correct school of poetry, but simply as a country gentleman of sense and feeling, fond of primroses, kind to the parish children, and reverent of the spade with which Wilkinson had titled his lands; and I am by no means sure that his influence on the stronger minds of his time was anywise hastened or extended by the spirit of tunefulness under whose guidance he discovered that heaven rhymed to seven, and Foy to boy.

Tuneful nevertheless at heart, and of the heavenly choir, I gladly and frankly acknowledge him; and our English literature enriched with a new and a singular virtue in the aërial purity and healthful rightness of his quiet song; but aërial only—not ethereal; and lowly in its privacy of light.

A measured mind, and calm; innocent, unrepentant; helpful to sinless creatures and scatheless, such of the flock as do not stray. Hopeful at least, if not faithful; content with intimations of immortality, such as may be in skipping of lambs, and laughter of children—incurious to see in the hands the print of the nails.

A gracious and constant mind; as the herbage of its native hills, fragrant and pure; yet, to the sweep and the shadow, the stress and distress, of the greater souls of men, as the tufted thyme to the laurel wilderness of Tempe—as the gleaming euphrasy to the dark branches of Dodona.—*Nineteenth Century.*

SOME RAVEN STORIES.

A few years ago a gentleman, near Chapel-le-Frith, in Derbyshire, took a young raven from its nest, and kept it in an outbuilding for some months; its wings were then clipped, and it was allowed to go at large. It soon became well known for a mile around, regularly visiting every farmhouse within that distance whenever a pig was killed, when it was always rewarded with some tit-bits. After the death of its owner, the raven was given to a surgeon, resident in Stockport, Cheshire, who kept it chained by the leg for about twelve months; he then gave it its liberty, and as before, it wandered about near home, but not with the same success, for its thigh was one day broken by some idle, thoughtless boys, who threw stones at it. The fracture was reduced, the raven recovered, and then again took took to rambling about for a few weeks, when it disappeared altogether, and was supposed to have met with an untimely end:—when, about a fortnight after it had been missed, the news arrived of its safe return to its old residence at Chapel-le-Frith, distant fourteen miles, when it was allowed to remain, and where it lived for many years.

A writer in the *Naturalist's Magazine* says that he remembers seeing on a post near the Elephant and Castle Inn, at which such a multitude of coaches used to stop, an inscription on "Ralph," a raven of great celebrity, who had been in his days a distinguished member of the Elephant and Castle establishment. Those who recollected him gave several instances of his sagacity, amongst others, that of his knowledge of, and intimacy with, several of the coachmen; with his particular favourites and friends he would frequently take short jaunts out on the coach top, until he met some other coach, whose driver he also knew, passing in a homeward direction, when he would immediately change coaches and return.

A still more curious anecdote of attachment and observation in ravens is given in the weekly periodical, the *Saturday Magazine*, which from its application to the subject before us we here repeat. It occurred many years ago, at the Red Lion Inn, Hungerford. A gentleman who lodged there thus tells the story: "Coming into the innyard," says he, "my chaise ran over and bruised the leg of a favourite Newfoundland dog, and while we were examining the injury, Ralph, the raven, looked on also, and was evidently making his remarks on what was doing; for the minute the dog was tied up under the manger with my horse, Ralph not only visited him, but brought him bones, and attended him with particular marks of kindness. I observed it to the ostler, who told me that the bird had been brought up with a dog, and that the affection between them was mutual, and all the neighbourhood had been witnesses of the many acts of kindness performed by the one to the other. Ralph's friend, the dog, in course of time, had the misfortune to break his leg, and during the long period of his confinement, the raven waited on him constantly, carried him his provisions, and scarcely ever left him alone. One night, by accident, the stable door had been shut, and Ralph has been deprived of his friend's company all night; but the ostler found, in the morning, the door so pecked away, that had it not been opened, in another hour Ralph would have made his own entrance. The landlord not only confirmed the ostler's account, but mentioned many other acts of kindness shown by this bird to all dogs in general, but more particularly to maimed or wounded ones."

But, however attentive they may be to dogs, as in this case, or to men, as in the preceding one, the following instance of shrewd cunning shows that they are ready enough, when it suits their interest, to trick each other. At the Zoological Gardens, in the Regent's Park, London, two ravens were kept in one large cage or pen; a visitor passing by threw them two pieces of bun, when one of them immediately jumped from his perch, and before his comrade could reach either of them, he had both secure in his beak, and had regained his former position on the perch, holding them until he saw his comrade at the further end of the cage; he then flew down, buried one of the pieces, which he carefully covered with gravel, and jumping back to his perch with the other piece, devoured it. He then hopped down for the other piece, and regaining his perch a second time, consumed that, much to the annoyance of his companion, whom he thus artfully and cleverly contrived to outwit.

THE FOOD OF POOR INDIANS.

Rice is the staple food of the poorer classes of India, and, so far as Bengal is concerned, Buckergunge is the great rice-producing district. It is in the Eastern Sunderbunds, and is a territory, notwithstanding its proximity to the sea, remarkable for its fertility, being periodically overflowed by the waters of the Ganges, and enriched by their alluvium; it produces annually two rice crops, in such a bundance as to render it the granary of Calcutta, both for exportation and consumption. Most simple is the repast of the Hindoos in general, and of the peasant in particular. It is pretty well known that the rice is put into one dish, round which the people sit, and eat with the fingers of the right hands: but then it must be remembered that it is almost—but not quite—a matter of religion with a Hindoo never to soil or pollute that hand. If he has aught to touch that is unclean—even to picking up anything that lies in his way—he uses the left hand; but the right never. A Brahmin would not eat with any other caste for any consideration whatever, though any caste may follow a Brahmin, and partake of the food he has touched or left. He alone, by the supposed purity of his descent, defiles nothing. The boiled rice is termed *bhat*; it is eaten with *ghee*, a kind of clarified butter—the same with which the holy idols are smeared—and one good meal of rice per day is all that is usually taken by the poor. In addition to rice there are peas, Indian corn, the plantain fruit, and the guava, which even the poorest can generally obtain; and there are in India about fifty varieties of trees and herbs, all of which are cooked and eaten in some form, and eaten either alone or with some other food.—*Illustrated History of India.*

A PEEP AT A DIAMOND MINE.

Thirteen years ago the world was startled to hear that in South Africa large diamonds had been found in Griqualand West. Far and wide the discovery was noised abroad. At once there began a rush to the diamond fields from every quarter of the globe. An army of speculators, diamond merchants, diggers, and shopkeepers betook themselves with all speed to the spot. The desert of a few months before was changed into a town of daily-increasing dimensions, and not a few of the early comers made no small gain by their discoveries of the precious gems. Let us take a peep at the Kimberley mine in its work-a-day dress. We arrive first of all at an enclosure of some nine acres. This was at one time a hill, but now it is a vast pit, apportioned out into about 400 lots, and excavated to a depth of between 200 and 300 feet. The workers in this pit are chiefly Kaffirs, and their number is somewhere about 3,500. These are employed shovelling the the blue earth into metal pails, which, when full, are drawn to the top, and carted off some little distance from the mine, where the soil is allowed to lie till the lighter portion is washed away, and the heavier part, in which the diamonds are concealed, alone remains. The top portion, which has been rendered soft and muddy by the rain, is examined for any stray diamonds it may contain, and the heavier part is then sifted again and again, till all the precious gems are extracted. But the stones of the greatest value are generally discovered in digging in the mine, and as the Kaffirs are many of them very clever thieves, the greatest care and watchfulness has to be exercised to prevent the workmen stealing them. Yet even when the fullest precaution has been taken a certain percentage are sure to find their way into the black men's mouths, or are secreted by some other method. If the Kaffirs are discovered in the possession of any stolen property they are severely punished, but the temptation to steal is unfortunately often too great for them. About £1,000,000 a year has lately been paid for labour, so that you may form some idea of the value of the diamonds produced at the Kimberley mine.—*Little Folks.*

TELL'S CHAPEL.

Our Geneva Correspondent writes:—"The rebuilding of Tell's Chapel on the famous *Platte* by the lake of the Four Cantons (there is another chapel near Kussnacht), rendered necessary by the dilapidated condition of the ancient structure, was completed a few weeks ago, and the restoration of the mural paintings is now in active progress. The artist to whom, at the instance of the Swiss Society of Fine Arts, the work has been instrusted is Herr Ernst Stückelberg, of Basel. Four scenes will be painted on three of the walls. On the wall looking towards Brunnen will be depicted the *Apfelschuss*—Tell shooting the apple on his son's head; on that looking towards Flüelen, the *Rütlischwur*—the oath of the three Switzers in the Rütli meadow. The middle wall, looking towards Bauen, will contain two scenes—the *Tellensprung*, Tell leaping from Gesler's boat on to the *Platte*, and the *Meisterschuss*, the shooting of the Austrian Vogt in the 'hollow lane.' Though the story of Tell may be a myth, it it's a myth dear to the hearts of the Swiss people, and the artist is resolved that all the accessories of his pictures shall be true to nature and to art. The primitive cantons have placed at his disposal their oldest paintings, and he has the assistance of the most learned historians and antiquaries of the Confederation. The apple-shooting scene will show Altdorf as it was in the beginning of the 14th century. Its walls, its towers, and its '*bann* wood will be faithfully reproduced, and the picture will possess a special interest in that, while the costumes will be the costumes of the period, the figures will be portraits of men now living. Gesler and his *Rothschimmel* (iron-gray charger) will be painted from life, and the model of Tell is a handsome and stalwart peasant of the commune of Bürglen, in the Schächenthal. The grouping will for the most part be after the description in Schiller's play; but the artist has made also a special study of the sources from which the poet obtained his most valuable suggestions—the works of Johannes Müller and Ægedius Tschudi. Herr Stückelberg is now occupied with his task every day from sunrise till 1 o'clock p.m. During this time no one is admitted into the chapel under any pretence whatever, to which effect notices in the three languages of the Confederation have been placed on the outer wall by the Government of the canton. It is rather remarkable that this temple of a myth, this re-consecration of a noble legend, still cherished by the bulk of the Swiss as fact, should coincide with the completion of that part of the St. Gothard Railway which sweeps past the Bay of Uri, and from which the traveller of the future, as the train skirts the shores of the loveliest lake in Europe and the cradle of Helvetic freedom, may look down upon one of the most famous relics of the past."

HONGKONG MARKETS.

As Reported by Chinese on the 13th Oct., 1880.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$83.50 to 113.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$93.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$118.00 to 124.00
Cotton Yarn, Bombay	$70.50 to 82.20
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.70 to 2.75
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.61 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
Grey T-Cloths, 24 yds. & 32 in. 6 lbs. p. pc.	$1.20 to 1.25
Grey T-Cloths, 24 yds. & 33 in. 7 lbs. p. pc.	$1.35 to 1.70
Grey T-Cloths, 24 yds 33 in 8 lbs. XO p. pc.	$1.80 to 1.85
Grey T-Cloths, 24 yds 33 in 8 lbs. QL p. pc.	$2.10 to 2.15
Grey T-Cloths, 24 yds 30 in 8 lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.73 to 0.75
Handkerchiefs, Light Red, per dozen	$0.76 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.23
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.25
White Shirtings, 600 reed, per piece	$3.65 to 3.70
White Shirtings, 7,000 reed, per piece	$3.40 to 3.4[illegible]
White Shirtings, AA, per piece	$1.75 to 1.85
White Shirtings, EF, per piece	$5.70 to 5.75
White Shirtings, MH, per piece	$4.47 to 4.50
White Shirtings, EI, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, [illegible] lbs., per pair	$3.95 to 4.25
Blankets, 7 lbs., per pair	$4.55 to 4.75
Blankets, 10 lbs., per pair	$4.95 to 5.25
Blankets, 12 lbs., per pair	$6.15 to 6.30
Camlets, SSS, per piece	$14.50 to 15.00
Camlets, SS, per piece	$14.80 to 15.00
Camlets, S, per piece	$15.40 to 16.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.00 to 16.40
Camlets, LLL, per piece	$14.50 to 15.00
Long Ells, MM Scarlet, per piece	$8.30 to 8.35
Long Ells, MM Assorted, per piece	$8.30 to 8.35
Long Ells, HH Scarlet, per piece	$8.30 to 8.35
Long Ells, HH Assorted, per piece	$8.20 to 8.25
Long Ells, H Scarlet, per piece	$8.40 to 8.45
Long Ells, H Assorted, per piece	$7.95 to 7.82
Lastings, DD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.20 to 2.30
Iron, Hoop, per picul	$3.65 to 3.70
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.75 to 6.80
Lead, WB, per picul	$6.00 to 6.05
Lead, LB, per picul	$5.90 to 5.95
Lead, Hole Chop, per picul	$5.90 to 5.95
Quicksilver, English, per picul	$59.40 to 59.60
Quicksilver, American, per picul	$50.60 to 50.70
Steel, English, per tub	$3.20 to 3.25
Steel, Swedish, per tub	$4.15 to 4.25
Sheathing Metal, per picul	$23.00 to 22.50
Spelter, per picul	$7.15 to 7.20
Tin, Malacca, per picul	$25.90 to 27.80
Tin, Plates, per box	$5.75 to 5.85

PRODUCE.

Almonds, per picul	$18.50 to 19.00
Alum, 1st quality, per picul	$1.55 to 1.65
Alum, 2nd quality, per picul	$1.45 to 1.55
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$17.50 to 17.80
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$80.50 to 81.00
Birds' Nests, 1st quality, per picul	$1,050 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.00 to 8.00

PRODUCE.

Camphor, cracked, per picul	18.30 to 21.00
Camphor, Baroos, clean, per picul	$3,300 to 3,800
Camphor, Refuse, per picul	$1,300 to 1,950
Cardamons, Superior	$125 to 155
Cardamons, Inferior, per picul	$28.00 to 28.50
Cloves, per picul	$44.00 to 45.00
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.40
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$21.00 to 22.50
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.30 to 15.80
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tangchow, per picul	$16.50 to 16.00
Cotton Seeds, Saigon	$4.10 to 4.20
Cotton Seeds, Siam	$4.20 to 4.30
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chanchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 3.3.5 to 3.4.5
Dates, Red, per picul	Tls. 2.0.5 to 3.0.5
Dried Lily Flowers	$6.25 to 6.35
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.68 to 1.81
Flour, American, per barrel of 100 lbs.	$3.95 to 4.10
Flour, American, per barrel of 200 lbs.	$6.95 to 7.10
Fungus	$49.00 to 50.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 285
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.20 to 4.50
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35

Pea Oil, per picul	Tls. 5.6.0 to 5.6
Peas, White, per picul	$2.04 to 2.
Peas, Green, per picul	$1.98 to 2.0
Peas, Black, per picul	$1.82 to 1.
Peas, Yellow, per picul	$1.76 to 1.
Peas, Green Beans, per picul	$1.76 to 1.
Pearl Barley, per picul	[illegible] to 7.
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6
Patchuck, per picul	$13.00 to 14
Rhinoceros Horn, per picul	$2,000 to 3,0
Rhinoceros Horn, Mother, per picul	$2,000 to 2,4
Rice, Siam, No. 1, per picul	$2.20 to 2.
Rice, Siam, No. 2, per picul	$2.14 to 2.
Rice, Siam, milled No. 1, per picul	$1.97 to 2.
Rice, Siam, milled No. 2, per picul	$1.64 to 1.
Rice, Saigon, No. 1, per picul	$1.94 to 1.
Rice, Saigon, Hemp bags	$1.85 to 1.
Rice, Saigon, Straw bags	$1.75 to 1.
Rice, Japan	$2.60 to 2.
Saltpetre, per picul	$6.25 to 6.
Seaweed, Green, per picul	$2.95 to 3.
Seaweed, Cut, per picul	$3.10 to 3.
Sesamum, White, per picul	$4.55 to 4.
Sesamum, Black, per picul	Tls. 2.7.5 to 6.
Sharksfins, per picul	$35.00 to 30
Shellfish, Japan, per picul	$27.00 to 30
Shellfish, California, per picul	$11.50 to 12
Stockfish, per picul	$5.00 to 5
Straits Produce, &c.,—	
Betel Nut, per picul	$4.75 to 4.
Pepper, White, per picul	$15.60 to 16
Pepper, Black, per picul	$10.00 to 10
Rattan, Straits, per picul	$5.30 to .5
Rattans, Banjar, per picul	$3.[illegible] to 4
Sandal Wood, Malabar, per picul	$43[illegible] to 4
Sandal Wood, South Seas, per picul	$21.50 to 22
Sapan Wood, Manila, per picul	$1.4 to 1
Sapan Wood, Siam, per picul	$1.35 to 2
Sugar, Shek-lung, White, No. 1, p. pcl.	$8.20 to 8
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.65 to 6
Sugar, Shek-lung, Brown, per picul	$5.05 to 5
Sugar Candy, Shek-lung, per picul	$9.90 to 10
Sugar Candy, Foochow, per picul	$11.50 to 12
Sugar Candy, Swatow, White, per picul	$7.85 to 8
Vermicelli, Tientsin, per picul	$6.80 to 7
Walnuts, per picul	$5.25 to 5
Wheat, Tientsin, per picul	$2.15 to 2
Wheat, Japan, per picul	$2.15 to 2
Wood Oil, per picul	Tls. 6.0.0 to 6.
Window Glass, per box	$3.35 to 3

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Albay	Oct. 10	F. Ashton	Brit. str	366	D. Lapraik & Co	Amoy
America	Sept. 4	Mooney	Brit. str	948	Birley & Co.	Repairing
Brisbane	Oct. 9	Reddell	Brit. str	891	Gibb, Livingston & Co	Australia
Chas. T. Hook	Oct. 10	Bradley	Brit. str	902	Ed. Schellhass & Co	Saigon
Consolation	Oct. 8	Young	Brit. str	784	Yuen Fat Hong	Bangkok
Diamante	Oct. 12	Cullen	Brit. str	514	Russell & Co	Manila
Esmeralda	Oct. 12	Talbot	Brit. str	395	Russell & Co	Haiphong
Hongkong	Sept. 10	Kennet	Brit. str	66	Kwok Keen Kie	
H. C. Orsted	Oct. 3	G. Orsted	Dan. str	337	G. N. Telegraph Co	
Ichang	—	J. Ogston	Brit. str	700	Butterfield & Swire	Canton
Japan	Sept. 30	Gardner	Brit. str	1865	D. Sassoon, Sons & Co	Calcutta
Kang-chi	Sept. 19	Crowdie	Chi. str	684	C. M. S. N. Co	Hoihow
Kiu-Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Lorne	Oct. 10	McKechnie	Brit. str	1035	Jardine, Matheson & Co	
Mariveles	Aug. 7	Munoz	Span. str	528	Remedios & Co	Repairing
Morny	Oct. 2	Butcher	Brit. str	1428	Jardine, Matheson & Co	Calcutta
Namoa	Oct. 13	Westoby	Brit. str	861	D. Lapraik & Co	East Coast
Niigata Maru	Oct. 11	Walker	Jap. str	1096	Mitsu B. M. S. S. Co	Yokohama
Powan	—	A. G. Carey	Brit. str		H.C. & M. Steamboat Co	Canton
Sea Gull	Mar. 24	Hayden	Amr. str	48	C. Traders' Insurance Co	
Yangtsze	Oct. 9	Schnitzer	Brit. str	782	Siemssen & Co	Shanghai
Yot-sai	—	D. Browne	Brit. str	250	Kwok Acheong & Sons	Macao

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Agnes Muir	Sept. 21	Lowe	Brit. sh	858	Carlowitz & Co	Havre
Alice Buck	Aug. 27	Herriman	Amr. sh	1425	Vogel & Co	New York
A. H. Smith	Sept. 19	Bartlett	Amr. sh	1457	Vogel & Co	S. Francisco
Alva	July 28	E. de Souza	Port. sh	632	Brandao & Co	
Auguste	Oct. 10	Thomsen	Brit. sch	210	Meyer & Co	
Brunette	Sept. 19	Dow	Brit. bk	375	Russell & Co	
Carl Ritter	Oct. 11	Jager	Ger. bk	595	Wieler & Co	
Cananore	Sept. 20	Laffitte	Fren. bk	558	Jardine, Matheson & Co	
Canton	Sept. 18	Knudsen	Siam. sh	779	Chinese	
Cashmere	Sept. 29	Collamore	Amr. sh	938	Arnhold, Karberg & Co	
Cora	Aug. 20	Coombs	Amr. sh	1131	Russell & Co	New York
Courier	Sept. 19	La Porte	Fren. bk	346	Landstein & Co	
Dorothea	Sept. 19	Moller	Ger. bk	620	Arnhold, Karberg & Co	
Emma	Oct. 5	Michelsen	Ger. bk	231	Ed. Schellhass & Co	
F. Nightingale	Oct. 8	McIntyre	Brit. bk	464	Arnhold, Karberg & Co	
France	Sept. 29	Exmelin	Fren. bk	499	Landstein & Co	
G. Admiral	Sept. 13	Thompson	Amr. sh		Russell & Co	S. Francisco
H. W. Dudley	Aug. 31	Dudley	Amr. bk	1098	Russell & Co	New York
Iris	Sept. 29	Shaw	Brit. sch	206	Siemssen & Co	
James Bailey	Sept. 18	Mann	Amr. sh	1531	P. & O. S. N. Co	
Louisa	Sept. 14	Schierloh	Ger. sch	245	Ed. Schellhass & Co	
Manila II.	Sept. 21	Gonner	Ger. bk	511	Siemssen & Co	
Marie Alfred	Sept. 82	Brégeon	Fren. bk	308	Chinese	
Meteor	Oct. 6	Petterson	Siam. bk	305	Yuen Fat Hong	
Rosie Welt	July 24	O. C. Welt	Amr. sh	1378	Russell & Co	New York
Siblas	Oct. 10	C. Huet	Fren. bk	311	Captain	
Spartan	Aug. 27	Vincent	Amr. sch	8[illegible]	W. H. Ray	
S. B. Allen	Sept. 19	Eldridge	Amr. bk	546	Tong Sang Woo	
Sumatra	Aug. 6	A. Tribe	Brit. bk	740	Carlowitz & Co	London
Titania	Sept. 16	Townshend	Brit. sh	878	Gibb, Livingston & Co	
Triton	Oct. 1	Kolesen	Ger. bk	550	Meyer & Co	
Wm. Turner	Sept. 25	Vandervord	Brit. bk	431	Chinese	

WHAMPOA.

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
J. Henrich	Sept. 5	Oostmann	Ger. bk	411	Arnhold, Karberg & Co	Havre

CANTON.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Chinkiang	Oct. 11	S. M. Orr	Brit. str	799	Siemssen & Co	Shanghai
Kiang Ping			Chi. str		C. M. S. N. Co	

MACAO.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kinshan	—	Hoyland	Brit. str	1050	H.C. & M. Steamboat Co	Canton
Spark	—	Cadwalladar			H.C. & M. Steamboat Co	Canton
Tung-ting	Aug. 27	Holmes	Chi. str	315	C. M. S. N. Co	Canton
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao

SWATOW.

IN PORT ON 12TH OCTOBER, 1880.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Christian	Oct. 7	Kossow	Ger. sch	250	Dircks & Co	
Jan Peter	Oct. 6	Ewert	Ger. bk	336	Dircks & Co	
Marie	Sept. 25	T'aschewski	Ger. bk	430	Dircks & Co	

AMOY.

IN PORT ON 11TH OCTOBER, 1880.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Assens	Oct. 5	Vandel	Dan. bk	255	H. A. Petersen & Co	Newchwang
Balthasar	Oct. 6	Fulda	Ger. sch	275	H. A. Petersen & Co	
Chateaubriand	Oct. 5	G. Leroy	Fren. bk	387	H. A. Petersen & Co	
Chloris	Sept. 25	Matzen	Ger. bk	334	H. A. Petersen & Co	Newchwang
F. Balaugh	Oct. 5	Ruter	Ger. bk	240	H. A. Petersen & Co	
Friedrich	Sept. 24	Petersen	Ger. sch	294	Pasedag & Co	Newchwang
Hoi-chong	Oct. 6	Plettner	Brit. bk	325	Chinese	
Evik	Oct. 5	Larsen	Nor. bk	417	Pasedag & Co	
Maid Marian	Sept. 27	Brinkmeiter	Ger. bg	293	H. A. Petersen & Co	Takao
Meridian	Sept. 26	Schmidt	Siam. bk	223	Chinese	Bangkok
Peter	Sept. 29	Holm	Ger. bg	241	H. A. Petersen & Co	Newchwang

FOOCHOW.

IN PORT ON 10TH OCTOBER, 1880.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Lucy	Sept. 30	Habbekost	Ger. sch	315	Siemssen & Co	
Peter	Oct. 3	Moller	Ger. bk	311	Chinese	Tientsin
Sea Nymphe	Sept. 26	Skovman	Ger. bg	293	Siemssen & Co	

SHANGHAI.

IN PORT ON 1ST OCTOBER, 1880.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Alumina	Sept. 4	Jones	Brit. sh	714	W. Hewett & Co	
Ambassador	Aug. 16	Bedevill	Brit. bk	692	Adamson, Bell & Co	
Antonio	Oct. 5	Seaborne	Brit. sh	1213	Siemssen & Co	
Bengolutha	July 21	Laird	Amr. bk	970	S. C. Farnham & Co	
B. Aymar	Sept. 27	Lawrence	Amr. bk	517	Morris & Co	
B. Brothers	Aug. 11	Goodeel	Amr. sh	1493	Melchers & Co	
Blue Jacket	Sept. 1	Percival	Amr. sh	1396	Frazar & Co	
Carl Ludwig	Oct. 2	Meyers	Brit. bk	234	Captain	
Chingtoo	Oct. 2	Baikie	Brit. bk	304	Morris & Co	
Foochow	Aug. 10	Hochrenter	Siam. bg	301	Captain	
Henrietta	Aug. 11	Blanchard	Amr. sh	1218	C. & J. Trading Co	
John Potts	Sept. 17	McPherson	Brit. bk	373	Morris & Co	
Kimsoonhoat	Aug. 15	Thomsen	Siam. bg	208	Captain	
M. A. Dixon	Sept. 25	Cooke	Brit. bk	417	Morris & Co	
S. of the North	Sept. 23	Hadken	Brit. bk	666	W. Hewett & Co	

HIOGO.

IN PORT ON 29TH SEPTEMBER, 1880.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Bohemia	Sept. 5	Trask	Amr. sh	1633	Browne & Co	
Forward-Ho	Sept. 3	Wade	Brit. bk	942	Browne & Co	
Largs	Sept. 3	Brown	Brit. bk	751	P. Heinemann & Co	
Matchless	Sept. 2	Dawes	Amr. sh	1198	C. Illies & Co	
Oleander		Joass	Brit. bk	340	Simon, Evers & Co	
Onward		Boysen	Brit. sch	208	M. Heimann & Co	
Scottish Fairy	Aug. 31	Toozes	Brit. bk	750	Browne & Co	
Victory	Sept. 9	Whiting	Brit. bg		Chinese	

NAGASAKI.

IN PORT ON 2ND OCTOBER, 1880.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amethyst	Aug. 28	Slocum	Amr. bk	355	Holme, Ringer & Co	
Hermann		Lembke	Ger. bg		Holme, Ringer & Co	
Kanagawa M.	Sept. 25	Exstrand	Jap. bk	606	M. B. M. Co	
M. Lebanon	Sept. 25	Hall	Brit. sch	535	Holme, Ringer & Co	
Otto	Sept. 25	Kock	Brit. bg	.	Holme, Ringer & Co	
Pelham	Sept. 77	Schnitger	Brit. bg	254	Chinese	
Vivid	Sept. 29	Peterson	Brit. bk	232	C. F. Hooper	

YOKOHAMA.

IN PORT ON 4TH OCTOBER, 1880.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Hecht	Sept. 24	Ploetz	Ger. sch	358	Jardine, Matheson & Co	
Lottie		Hiltz	Ger. sch	20	Holmholz & Co	
Lupata	Sept. 27	Raven	Brit. sh	1039	C. Illies & Co	
Cd. Demorest	—	Walker	Brit. bk	870	Walsh Hall & Co	
Panay			Amr. sh	1190	C. & J. Trading Co	
Pioneer	Oct. 17	Maies	Rus. sch	72	Walsh, Hall & Co	
Oswald		Veal	Ger. bk	445	P. Bohm	
Samar	Sept. 15	Miller	Amr. sh	1111	Walsh, Hall & Co	
Solid	Sept. 22	Weise	Ger. sch	162	Sung Ho	

MANILA.

IN PORT ON 3RD OCTOBER, 1880.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anahuac	Sept. 13	Lunt	Amr. sh	1225	Martin, Dyce & Co	
Carricks	Sept. 11	Jones	Brit. bk	916	Peele, Hubbell & Co	
Ceylon	Oct. 3	....	Amr. bk		Captain	
Harrington	Sept. 23	....	Brit. bk		Captain	
Iquique	Sept. 6	Marini	Ital. bk	925	Captain	New York
Jessie Stowe	Aug. 5	....	Brit. bk	644	Captain	New York
J. Renwick	July 29	Souters	Brit. sh	1892	Ker & Co	
Niagara	Sept. 14	Kuhlman	Ger. bk	920	Smith, Bell & Co	

SAIGON.

IN PORT ON 29TH SEPTEMBER, 1880.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Colorado		Ingraham	Amr. sh	1075	F. Engler & Co	
Johann	Sept. 25	Fundeling	Ger. bk	845	Captain	
Marianne		Jacquiet	Fren. bk	669	F. Engler & Co	
Vidal		Rondeau	Fren. bk	409	F. Engler & Co	

BANGKOK.

IN PORT ON 25TH SEPTEMBER, 1880.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Diamond City	Aug. 11	Spencer	Siam. bk		Poh Seng	
Evangeline	Sept. 24	Bell	Brit. sch	344	B. Co L.	
Envoy	June 18	Dethlefsen	Siam. bk		Chinese	
Falcon	Sept. 16	Berenth	Siam. bk	395	Chinese	
Glory	Sept. 12	Brahn	Siam. bk	490	Chinese	
Goan Goan	Sept. 18	Charstens	Brit. bg	250	Goan Goan	
Goliah	Sept. 22	Dentzan	Siam. bk	542	Chinese	
Hero	Aug. 7	Jacobsen	Siam. bg		Chinese	
H. E. Tepley	Sept. 24	Eaton	Amr. sh	900	Captain	
Iron Duke	Jan. 5	Koefoed	Siam. bk		Chinese	
L. C. Wade	Sept. 2	Bagley	Amr. sh	1524	M. Jullien & Co	
Mercury	Aug. 3	Molendorf	Siam. bg	150	Chinese	
P. Seraphi	Sept. 18	Moller	Siam. bk	454	M. J. & Co	
Rapid	Sept. 10	Stainbridge	Siam. bk	230	Chinese	
Vanora	Sept. 22	Scott	Brit. bk	720	M. J. & Co	
Venezuela	Sept. 17		Ger. sch	300	M. J. & Co	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT.
Albatross	screw sloop	4	120	Com. Errington	Chefoo
Comus	corvette	14	230	Captain J. W. East	Nagasaki
Curacoa	corvette	14	230	Captain W. H. Caming	Penang
Egeria	screw sloop	4	120	Com. C. Johnstone	Singapore
Encounter	steam corvette	14	350	Capt. Hon. A. Denison	Shanghai
Flying Fish	sloop	4	120	Lieut.-Com. Hoskyn	Singapore
Fly	double-screw gun-vessel	4	120	Com. A. F. St. Clair	Yokohama
Foxhound	gunboat	4	470	Lieut.-Com. W. Nowell	Hankow
Iron Duke	double-screw iron frigate	14	800	Captain H. F. Cleveland	En route N'sak
Kestrel	double-screw gun-vessel	4	100	Com. W. M. Lang	Singapore
Lapwing	double-screw gun-vessel	3	160	Com. W. G. Scott	Shanghai
Lily	screw gun-vessel	3	95	Com. S. Grove	Chefoo
Magpie	surveying vessel	3	160	Captain R. H. Napier	Hongkong
Midge	double-screw gun-vessel	4	120	——	Hongkong
Modeste	steam corvette	14	350	Captain J. G. Mead	Chefoo
Moorhen	gunboat	4	387	Lieut.-Com. W. Carey	En route S'por
Mosquito	gunboat	4	60	Lieut.-Com. G. E. Grey	Ningpo
Pegasus	sloop	6	900	Com. Hon. H. N. S. Hood	Shanghai
Sheldrake	gunboat	4	387	Lieut. Com. M. Bridger	Foochow
Swinger	gunboat	2	60	Lieut.-Com. O. Tador	Amoy
V. Emanuel	receiving ship	20	—	Commodore Smith	Hongkong
Vigilant	paddle despatch-vessel	2	250	Lieut.-Com. Annesley	Chefoo
Wivern	turret-ship	4	350	Commander Jones	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	80	Captain Schanz	Yokohama
Adonis	French gunboat	5	250	Commander Caillard	Chefoo
Alert	American gunboat	4	600	Commander Huntington	Chefoo
Africa	Russian cruiser	14	—	Captain Alescoff	Vladivostock
Ashuelot	American corvette	6	700	Commander Johnston	Chefoo
Asia	Russian cruiser	8	250	Captain Amosoff	Vladivostock
Askold	Russian corvette	—	—	Captain Dosk	en route V'too
Champlain	French corvette	10	450	Captain Michaud	Yokohama
Craysser	Russian corvette	8	250	Captain Nazimoff	Vladivostock
Cyclop	German gunboat	4	250	Lieut.-Com. Schulkmann	—
Djigit	Russian gunboat	8	250	Commander Livron	Vladivostock
D. of Edinburgh	Russian frigate	—	—	Captain Novosilsky	en route V'too
Ermak	Russian transport	—	—	Captain Koltchoa	Passiet
Europa	Russian cruiser	12	—	Captain Grippenberg	Nagasaki
Freya	German corvette	8	240	Captain Von Hippel	Yokohama
General Admiral	Russian frigate	—	—	Captain Serkoff	en route V'too
Gornostai	Russian gunboat	7	80	Commander Stark	Shanghai
Iltis	German gunboat	4	420	Commander Klausa	Hongkong
Kerguelen	French frigate	6	250	Captain Mathieu	Canton
La Rance	French despatch-ves.	6	—	Captain Dange	En route S'go
Lee Tak	Annamese gunboat	—	—	Commander Y. W. Tong	Hongkong
Mendovi	Portuguese gunboat	—	—	Commander Vianna	Shanghai
Maria de Molina	Spanish corvette	9	—	Captain Don T. Olleros	Kobe
M. del Duero	Spanish despatch-ves.	2	200	Don Lobe	Manila
Minin	Russian ironclad	4	300	Captain P. Nazimoff	Vladivostock
Monocacy	American gunboat	6	700	Commander Sumner	Shanghai
Morge	Russian gunboat	7	80	Commander Tatarinoff	Vladivostock
Naésdnick	Russian corvette	—	—	Captain Kologeras	Shanghai
Nerpa	Russian gunboat	7	80	Commander Vakondt	Chefoo
Opretschenik	Russian cruiser	—	—	Captain Schestakoff	en route V'too
Palos	American gunboat	6	200	Lieut.-Commander Green	Kobe
Plastoon	Russian corvette	8	—	Captain Polinsky	Hongkong
Prince Pogarsky	Russian frigate	12	—	Captain Tirtoff	Vladivostock
Rasboynik	Russian corvette	11	250	Captain Gitkoff	Yokohama
Richmond	American frigate	14	800	Captain Benham	Yokohama
Shemtchug	Russian corvette	—	—	Captain Walitsky	en route V'too
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Strelok	Russian corvette	6	700	Commander Delivron	En route N'k
Swatara	American gunboat	8	200	Commander Sampson	Yokohama
Tamega	Portuguese gunboat	—	—	Com. de Rio Carvalho	Macao
Thémis	French corvette	18	175	Captain Alquier	Shanghai
Tongous	Russian gunboat	—	—	Commander Heck	—
Wolf	German gunboat	4	340	Commander Bocks	Shanghai
Vettor Pisani	Italian frigate	12	400	Captain, Duke of Genoa	Japan
Vineta	German corvette	—	—	Captain Zirzow	Chefoo
Westnik	Russian cruiser	—	—	Captain Avelan	en route V'took
Zabiaca	Russian corvette	6	—	Captain Loman	Vladivostock

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	250	75	J. Godsil	Tong-king Gulf
Ches-hing	Revenue cruiser	2	30	20	—	—
Chiên-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Chiên-jui	Revenue cruiser	3	80	20	Walker	Capsing-moon
Cheung-wan	—	—	—	—	—	West Coast
Ching-on	Revenue cruiser	2	30	20	Chung-wing-fai	Canton River
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bessard	Pak-hoi
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts
Tchun-tung	Revenue cruiser	2	150	40	Chun-ti-hu	West Coast
Peng-chao-hai	Revenue cruiser	4	600	120	C. H. Palmer	Chung-chow
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Bogue Forts
Shien-chi	Revenue cruiser	5	180	60	J. H. Wade	Macao
Sui-tsing	Viceroy's gunboat	4	180	60	J. Calder	Hai-ling-shan
Li-shâ	Revenue cruiser	4	80	20	D. Reid	Canton River
Tsing-po	Viceroy's gunboat	6	180	60	A. Garceau	West Coast

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